Report of Marine Survey

Vessel: 2017 Mastercraft X23

Purpose: Pre-Purchase Condition & Valuation

Customer: Jon Doe

Date of Survey: November 26th, 2025

Location: Texoma Boathouse, Calera OK

Prepared and Conducted by: John Seckman

SAMS Accredited Marine Surveyor – USPAP Compliant

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Survey Information

Name of party requesting survey	Jon Doe
Vessel Owner	Texoma Boathouse
Survey Purpose	Pre-purchase condition and valuation purposes.
How was Vessel Observed	In the water and out of the water on a trailer.
Lake-Test	Yes, see “Lake Test” section of survey report for details.
Parties present at time of the survey	Surveyor, Owner
Weather at time of survey	Clear & Sunny. 55 degrees F. Wind 10-15 mph
Vessels Intended Use	Cruising and recreation on land-locked recreational lakes.

Survey Standards

Standards Followed – Survey was completed using federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of the United States code of federal regulations (CFR title 33 & 46). The American Boat and Yacht Council (ABYC) recommendations and voluntary standards, as well as the standards set forth by the National Fire Protection Association (NFPA-302) were used as reference to complete your survey. These standards are generally used and followed by all boating manufacturers.

Explanation of Inspection Comments

Use of the terms Priority A, B or C in the body of this report will indicate that a finding will be listed in the "Summary of Findings” section. Be advised that some deficiencies, observations and suggestions may also be contained in the body of the report.

RED	Red recommendations are priority A. These findings need to be addressed immediately as they could represent endangerment to personnel and the vessels safe operating condition. These are usually safety/regulatory findings that could be in violation of USCG regulations, ABYC or NFPA recommendations.
BLUE	Blue recommendations are priority B. These are secondary findings and maintenance items that need to be addressed in a timely manner in order in order to ensure the vessel adheres to certain standards, regulations, recommended practices and to maintain value.
GREEN	Green recommendations are priority C. These are usually recommended maintenance items, cosmetic or lower class findings that are relatively minor in nature. Thus, they can be addressed at the owner or clients’ discretion.

Scope of Survey

See the “Summary of Findings” page for details on anything found to be un-serviceable or damaged. If a component on the vessel is not listed in this survey then it was not inspected. Locked components or otherwise inaccessible areas were not inspected. This vessel was surveyed without removal of any parts including fixed partitions, fastened panels, fittings, headliners and wall liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops.

No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey represents the condition of the vessel as-is, on the day the survey was performed. If the owner or the buyer has not specifically directed this marine surveyor to inspect the underside of the hull and transom and made arrangements for haul-out, than this marine surveyor cannot make any judgment of the condition of the underside hull, the transom or the underwater running gear of this vessel.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators. Engine compression tests are not performed by the surveyor but are always recommended as well as oil sample analysis from each engine.

Vessel tankage was visually inspected where accessible; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested.

A visual inspection was conducted only on accessible structures and no destructive testing was performed. Because the surveyor is not an expert in the field of naval engineering, marine construction, marine electrical or marine mechanics, this survey report must be considered a general assessment of the overall vessel.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

Table of Contents

Vessel Particulars

Year/Make/Model: 2017 Mastercraft X23

Starboard Side

Port Side

Vessel Name: N/A

Hailing Port: N/A

Hull ID Number:


Hull Identification Number (Starboard Aft Corner)

USCG Documentation	N/A
State Registration NO#	
State Validation Sticker	
Registration valid and sighted on hull as per law?	Yes
Vessel Type	Fiberglass Wakeboarding/Ski/Tow Boat
Hull Type	Semi-V shaped monohull
Manufacturer	Mastercraft Boat Co Inc, Vonore TN
Year of Vessel	2017
Length	Length Overall: 22’ 9”
Draft	2’ 4”
Beam	8’ 6”
Weight	5,500 pounds

Hull & Exterior

Component	Description	Condition/Notes
Hull Construction Material	Molded FRP	
Hull Surface	Black metal flake colored gelcoat with orange striping along the hull sides.	Good clean overall condition, well buffed. NOTE: (1) Port-midships- 4”x4” scuff mark along the hull side. (2) Port-aft- 1”x1” gouge below the rub rail. (3) Port-bow- 1” gouge below the rub rail. (4) Starboard-aft- 1” scuff mark below the rub rail. (5) Transom- 3” scratch mark above the swim platform below the rub rail. Repair all as needed for cosmetic purposes.
Transom – Construction Material	Molded FRP. Flat shaped.	See “Interior Hull & Structural Components” and “Out of Water” sections of report for details.
Rub Rail	Black colored rubber rub rail with stainless insert covering the hull to deck joint.	Well secured, minimal wear and tear sighted.
Swim Platform	Attached FRP swim platform.	Well secured, no damages sighted. NOTE: Sea-dek covering the swim platform has several minor scratches and worn areas. Repair/clean as needed for cosmetic purposes.

Boarding Ladder	Stainless drop down boarding ladder located at the bow under hatch cover.	Well secured, serviceable.

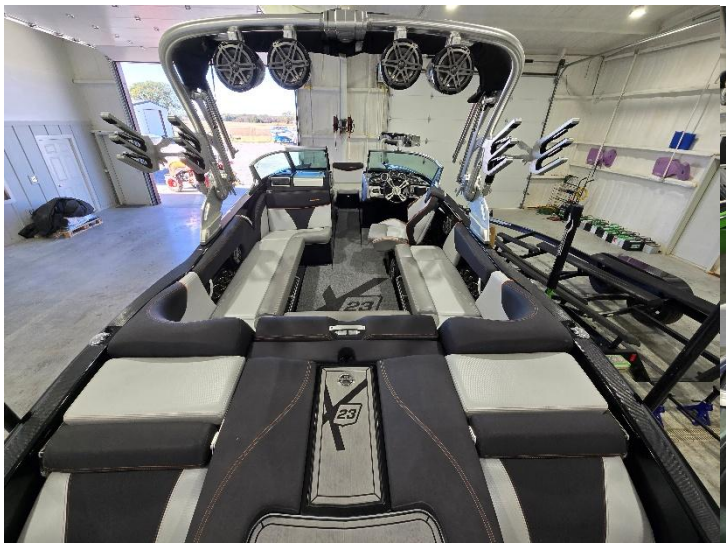
Deck – Hardware & Fittings

Component	Description	Condition/Notes
Deck Construction Material	Molded FRP over unknown coring.	
Deck Surface	FRP with black colored gelcoat surface and molded non-skid pattern.	Percussion tested with a phenolic hammer, no anomalies were observed or soft spots felt.
Ski Tower	Folding tubular aluminum ski-tower with board racks on each side.	Well secured, no damages sighted.
Deck Drains & Scuppers	Water drains to the bilge. Cockpit is not self-bailing, be advised.	
Anchor Locker	N/A	
Line Cleats	Stainless pop-up horn style cleats.	Serviceable, well secured.
Deck Fill & Pump-out Fittings	Located in the following areas: (1) Fuel Fill –Port Aft	All deck fittings are properly labeled as per ABYC recommendations.

Cockpit – Helm Station

Component	Description	Condition/Notes
Helm Station	Dual console type design with helm station on the starboard side and equipped with instrument dash, seating, controls and accessory switches.	Clean, no damages sighted.
Deck/Sole Covering	Bare gelcoat with removeable foam type padding throughout the cockpit.	Good overall condition.
Bimini Top	Stainless framed bimini top with black colored canvas integrated into the ski tower.	Good overall condition, well secured, no damages sighted. NOTE: Underside of bimini top – canvas is dirty. Clean as needed for cosmetic purposes.
Windshield	Aluminum framed three piece glass windshield with opening walk-thru center pane.	No damages sighted. Center door opens and closes properly.
Storage Hatch(s)	Storage compartments located under the forward and aft seat cushions.	Clean and dry where sighted.

Exterior Seating	Helm station equipped a swiveling captains chair. Bow area and aft cockpit equipped with "U" shaped bench type seating. Sunpad cushion on each side of the engine hatch.	Vinyl cushions are grey/black in color with orange piping and are in good overall condition. NOTE: Starboard aft seat cushion in the cockpit has a 6" black scuff mark. Clean as needed for cosmetic purposes.
Engine Hatch	Manually opening engine hatch on the aft deck.	Opens and closes properly. No damages sighted.



Cockpit

Bow Looking Aft

Navigation & Helm Electronics

Component	Description	Condition/Notes
Navigation Lights	Port, Starboard and all-around white light sighted.	All were powered on and found to be operational and are compliant with USCG requirements.
Courtesy Lights	LED courtesy lighting throughout the cockpit.	Powered on. NOTE: Ring light for the port tower speaker and the port forward speaker in the cockpit are not operational. Repair as needed.
Underwater Lights	Two blue colored LED underwater lights mounted on the transom.	Both were powered on.
Docking Lights	LED docking light integrated into the bow on each side.	Both were powered on.

Engine Instruments & Controls

Component	Description	Condition/Notes
Throttles & Shifter	DTS (Digital Throttle & Shifter)	Controls were shifted back and forth and operated smoothly.

Engine & Status Gauges	Engine and status information displayed via digital display screen and analogue gauges for speed, RPM, fuel level, oil pressure and engine temperature.	All gauges were found to be operational.
Multi-Function Control Panel	Digital control panel for viewing engine information and deploying the ballast system, surf gate, power wedge and cruise control settings.	Operational. Screen is in good condition with no delamination or damages.
Ballast Controls	Ballast control settings operated via the digital display screen and the analogue switches next to the helm seat.	Operational.
Bilge Pump Switch	Analogue rotary type switch to manually power on the bilge pump.	Operational.
Blower Control Switch	Analogue rotary type switch to manually power on the bilge blower.	Operational.
Accessory Switches	Accessories and lighting are controlled via rotary type switches.	All are in serviceable condition.

Helm Station

Helm Seat

Entertainment Electronics

Component	Description	Condition/Notes
Stereo & Remote Controls	12v “Fusion” stereo head unit located at the passenger dash with remote control at the helm station and at the transom.	Operational. NOTE: Stereo remote at the transom – volume knob is broken. Repair.
Amplifiers	Two amplifiers located under the passenger dash.	Well secured, powered on.

Speakers & Subwoofers	<table><tr><th>NO#</th><th>Type</th><th>Brand</th><th>Located</th></tr><tr><td>4</td><td>7” Speaker</td><td>Mastercraft</td><td>Cockpit</td></tr><tr><td>4</td><td>Tower Speaker</td><td>Mastercraft</td><td>Ski Tower</td></tr><tr><td>2</td><td>Subwoofer</td><td>Mastercraft</td><td>Cockpit</td></tr></table>	All are operational.

D.C Electrical System

Component	Description	Condition/Notes
Voltage System	12v	
Batteries	<table><tr><th>NO#</th><th>Type</th><th>Brand</th><th>Size</th><th>Location</th></tr><tr><td>1</td><td>Lead Acid</td><td>Powervolt</td><td>24</td><td>Port Aft</td></tr><tr><td>1</td><td>Lead Acid</td><td>Everstart</td><td>24</td><td>Port Aft</td></tr></table>	NOTE: Batteries are dated 2018 and are at the end of their lifespan. Additionally, significant amount of corrosion sighted around the positive battery post on the “Powervolt” battery with what appears to be electrolytes that have leaked out of each battery vent cap (possibly from overcharging). Recommend replacing batteries and routinely monitoring each to ensure the terminals are free of corrosion and no leakage is observed.
Batteries Secured	Batteries are well secured inside acid-resistant boxes with lids and comply with ABYC recommendations regarding installation.	
Spark Protectors	See finding.	NOTE: Spark protectors not sighted on positive battery posts. Equip each positive battery post with a red colored rubber boot to comply with ABYC recommendations.
Wire Splices & Connections	Ring, spade or crimp on connectors.	No twist nuts or loose connections sighted where accessible for inspection.
Charging System	Alternator on engine. No onboard charger sighted.	
Breaker Panel	12v breaker panel located next to the passenger dash with integrated cut-off switch.	Complies with ABYC recommendations.
12v Wiring & Type of Wire	Marine type insulated stranded copper wire where sighted. Secured every 18” and routed as per ABYC recommendations where accessible.	

Battery Cut-Off Switch	Rotary type two position cut off switch for each battery bank.	Operational, complies with ABYC recommendations.

Propulsion System

Component	Description	Condition/Notes
Propulsion Type	Inboard V Drive	
NO# - Type – Cylinders – HP - Aspiration	**NO#:** One **Type:** Gasoline 4-stroke **Cylinders:** V 8 **Horsepower:** 430 **Aspiration:** Natural	
Make - Model - Serial#	**Make:** Ilmor **Model:** 6.2 **Serial#:** 013187	
Engine Hours	281	As per engine display screen at the helm dash.
Cooling System	Raw water and closed cooled with heat exchanger and thru-hull intake.	Coolant level full as per expansion tank markings.
Belts & Pulleys	Serviceable.	Minimal to no corrosion on pulleys. No splitting sighted on belts.
Hoses & Clamps	Hoses are in serviceable condition and are securely clamped at each connection where accessible.	
Oil Level & Condition	Full and clean as per dipstick markings.	
Mounts & Beds	Engine mounts are well secured and minimal corrosion was sighted.	
Flame Arrestor	Engine is equipped with a flame arrestor as per CFR requirements.	Well secured and mostly clean.
Fuel Supply Line	USCG type A1 fuel hose from the tank to the engine.	Hose is in serviceable condition and securely clamped at each connection where accessible for inspection.
Fuel/Water Separator	Not sighted.	
Ground Cable	Unable to inspect due to limited access.	
Bilge Heater	Not sighted.	
Oil Change System	Not sighted.	
Engine Started	Yes, see “Lake Test” section of report for details.	

Engine

Serial #

Exhaust System

Component	Description	Condition/Notes
Discharge Location	Transom via stainless skin fittings.	
Piping & Clamps	Metal piping, SAE J2006 compliant exhaust hose and stainless clamps.	Pipes and hoses are in serviceable condition where accessible for inspection. Each connection is securely double clamped as per ABYC P-1 recommendations.
Exhaust Silencer(s)	FRP exhaust silencer for each manifold.	No leaks or damages sighted where accessible for inspection.
Manifolds & Risers	Cast iron exhaust manifolds.	No corrosion, cracks, leaks or damages sighted.

Transmission

Component	Description	Condition/Notes
Make – Model - Ratio	**Make:** ZF **Model:** ZF-63-IV **Ratio:** 2:1	
Serial Number	20272946	
Shaft Seal - Packing	Unable to inspect. See notes.	NOTE: Due to limited access unable to perform inspection of the shaft packing gland/seal. NOTE: It is crucial to routinely inspect the shaft packing seal for indication of failure, leakage, dry rot on boot and corrosion to the clamps. Failure to properly

		maintain the shaft seal can result in sinking. Be advised.
Transmission Fluid	Full and clean as per dipstick markings.	

Fuel Tank

Component	Description	Condition/Notes
Tank NO# & Location	Single fuel tank located centerline midships-aft.	
Tank Type & Capacity	***Type:*** Polyethylene ***Capacity:*** 57 gallons	
Vent Line	Tank is vented with USCG type A1 fuel hose from the tank to the skin fitting on the hull side.	Hose is in serviceable condition and securely clamped at each connection where accessible for inspection. NOTE: Due to limited access unable to perform complete inspection.
Fill Line Hose	USCG type A2 fuel fill hose.	Hoses are in serviceable condition and are securely double clamped at each connection where accessible for inspection.
Tank & Fuel Fill Ground	N/A. Tank is plastic.	
Tank Secured	Yes, tank is secured as per ABYC recommendations.	
Tank Condition	Serviceable, no leaks or odors observed where accessible for inspection.	NOTE: Due to limited access unable to perform complete inspection.
Manufacturers Label	Sighted on the tank top as per CFR requirements.	

Ballast System/Tankage

Component	Description	Condition/Notes
Tank NO# - Type - Location	<table><tr><th>NO#</th><th>Type</th><th>Location</th></tr><tr><td>1</td><td>Plastic Hard Tank</td><td>Midships</td></tr><tr><td>2</td><td>Ballast Sack</td><td>Port Aft</td></tr><tr><td>3</td><td>Ballast Sack</td><td>Stbd Aft</td></tr><tr><td>4</td><td>Plastic Hard Tank</td><td>Port Aft</td></tr><tr><td>5</td><td>Plastic Hard Tank</td><td>Stbd Aft</td></tr></table>	NOTE: Aft two ballast sacks are factory add-ons.
Tank(s) Condition	Serviceable condition where accessible for inspection.	NOTE: Due to limited access unable to inspect the two aft ballast tanks. Additionally, access was severely

		restricted to the midships ballast tank thus limiting the inspection.
Tank(s) Secured	Midships ballast tank is well secured as per ABYC recommendations.	NOTE: Unable to inspect the aft two ballast tanks due to limited access.
Lines & Fittings	Rubber hard-wall hose and stainless clamps.	Hoses are in serviceable condition and are securely clamped at each connection where accessible for inspection.
Ballast Pumps	Three 12v “Jabsco” ballast pumps for filling and emptying, one for each tank.	All are well secured and are operational.

Steering System

Component	Description	Condition/Notes
Manufacturer	Seastar	
Steering Type	Hydraulic	
Lines & Fittings	“Dometic” hydraulic flex hose.	No leaks or damages sighted where accessible for inspection.
Rudder Stock	Stainless	Cotter pin secured in place.
Rudder Packing	Flax type packing gland.	NOTE: It is important to regularly inspect rudder and shaft packing glands while the vessel is underway to ensure they do not leak. Neglecting maintenance on the rudder and shaft packing gland can result in water ingress and potentially catastrophic failure.

Interior Hull & Structural Components

Component	Description	Condition/Notes
Bilge Space	Mostly clean and dry where accessible for inspection.	
Inside of Transom	No cracks, damages or separation of tabbing sighted where accessible for inspection. Percussion tested with a phenolic hammer where accessible, no anomalies were detected.	NOTE: Due to limited access complete inspection of the interior of the transom was not possible.
Hull to Deck Joint	Overlap (shoe box type) with internal flange, secured with adhesive compound and fasteners, and covered with rub rail.	No damages sighted where accessible for inspection. NOTE: Due to limited access unable to perform complete inspection.

Bulkheads & Transverse Frames	Pre-fabricated molded FRP grid system consisting of stringers and transverse framing bonded to the hull.	Bulkheads and transverse frames were percussion tested with a phenolic hammer where accessible and no anomalies were detected. All tabbing appeared serviceable with no cracks or separation where accessible for inspection. NOTE: Unable to perform complete inspection of all transverse frames due to limited access.
Stringers	Pre-fabricated molded FRP grid system consisting of stringers and transverse framing bonded to the hull.	Stringers are securely bonded to the hull with no separation of tabbing sighted where accessible. Stringers were percussion tested with a phenolic hammer where accessible and no anomalies were discovered. NOTE: Complete inspection of the stringers was not possible due to limited access.

Thru-Hull Fittings

Component	Description	Condition/Notes
Below Waterline Thru-Hull Fittings	<table><tr><th>NO#</th><th>Type</th><th>Used For</th><th>Location</th></tr><tr><td>1</td><td>Marelon</td><td>Engine</td><td>Engine Bilge</td></tr><tr><td>2</td><td>Marelon</td><td>Ballast</td><td>Engine Bilge</td></tr><tr><td>3</td><td>Marelon</td><td>Ballast</td><td>Engine Bilge</td></tr></table>	NOTE: Due to limited access unable to inspect the thru-hull fittings or seacock valves for the engine and forward ballast tank intakes. Be advised.
Seacock Valves	Marelon seacock valve for each thru-hull.	Valve for the aft two ballast tanks is operational and complies with ABYC recommendations.
Hoses & Clamps	Marine hard-walled rubber hose and stainless clamps.	Hoses are in serviceable condition and are securely clamped at each connection where accessible for inspection.
Strainer(s)	None sighted.	
Above Waterline Thru-Hull Fittings	Stainless-steel skin fittings along the hull sides used for: bilge/sump drains, ballast drains and fuel tank vent.	Serviceable, no damages sighted where accessible for inspection.

Critical Safety Components

Component	Description	Condition/Notes
Bilge Pump(s)	<table><tr><th>NO#</th><th>Model</th><th>Location</th></tr><tr><td>1</td><td>Johnson 1000</td><td>Engine Bilge</td></tr></table>	Bilge pumps are securely attached and the hoses are securely clamped

	2 | Johnson 1000 | Midships Bilge	and in serviceable condition where accessible for inspection. Each pump is equipped with an attached float switch. Both pumps were powered on using the switch at the helm dash. NOTE: Routinely test the float switch for each bilge pump to ensure they are operational. Failure to do so could result in sinking.
Bilge Blower & Ventilation	One 12v mechanical blower and natural ventilation hose located in the engine space.	Blower was powered on and the hose is in serviceable condition and securely routed to the lowest 1/3rd of the engine bilge compartment as per ABYC recommendations.
Portable Fire Extinguisher(s)	**NO#** | **Model** | **Location** **1** | Kidde B5 | Cockpit Storage	Fire extinguisher is securely mounted, full on the gauge and is not expired. Vessel complies with USCG requirements with regards to the amount of fire extinguishers required onboard.
Fixed Fire Extinguisher	"Seafire" clean-agent fixed fire extinguishing bottle securely mounted in the engine space. Gauge reads full.	NOTE: Fixed fire extinguisher has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly.
Engine Cut Off Switch	Located at the helm station and is equipped with lanyard as per law.	

Safety Related Equipment & Accessories

Component	Description	Condition/Notes
Life Jackets & PFD's	**NO#** | **Type** | **Location** | | | | | |	NOTE: No lifejackets or throw cushion sighted onboard. Equip with one PFD per person onboard and one throw cushion to comply with law.
Sound Signaling Apparatus	Electric horn operated via helm switch.	NOTE: Horn is not operational. Repair to comply with USCG requirements.
USCG Maximum Capacity Label	Sighted permanently affixed next to the helm station.	15 persons or 2126 lbs.
Visual Distress Signals	Not required for inland land-locked lake as per CFR requirements.	NOTE: If taking vessel outside of inland waterways it is your responsibility to acquire USCG

		compliant flares for the vessel and abide by all lawful requirements.

Ground Tackle

Component	Description	Condition/Notes
Anchor	None sighted.	NOTE: Anchor and line not sighted. Equip boat with appropriate sized anchor and approximately 50’ of line for safety purposes.
Rode	None sighted.	

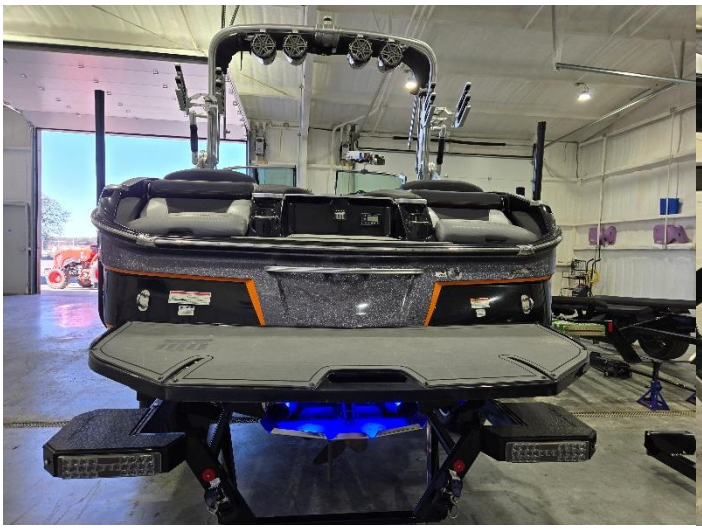
Surf Gates & Power Wedge

Component	Description	Condition/Notes
Surf Gates	Wake plate mounted on each side of the transom.	No damages sighted, well secured.
Power Wedge	Stainless power wedge mounted to the centerline of the transom.	No damages sighted, well secured.

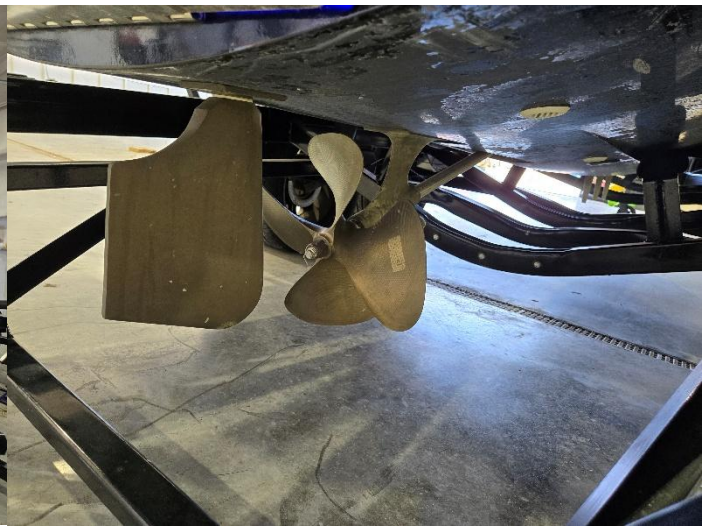
Out of Water Inspection & Hull Bottom

Component	Description	Condition/Notes
Hull Bottom	FRP with black colored gelcoat surface.	Percussion tested with a phenolic hammer where accessible, no anomalies were observed. No stress cracks or damages were sighted where accessible for inspection. NOTE: Hull bottom is dirty with significant mineral deposit build-up. Clean as needed for cosmetic purposes.
Transom	Percussion tested with a phenolic hammer, no anomalies were discovered.	
Thru-Hulls	Three marelon mushroom type thru-hull fittings.	No damages sighted, all appear well bedded and are secured.
Transducer(s)	One thru-hull transducer mounted midships on the hull bottom for depth.	Serviceable, appears well bedded and secured.
Hull Blistering	No blisters were sighted.	
Sacrificial Anodes	None sighted.	

Prop Shaft	Stainless shaft. Size: 1 ¼”	No damages or corrosion sighted.
Strut	Bronze strut.	No damages sighted, well bedded and secured.
Rudder	Bronze rudder.	No damages sighted, well secured with minimal play.
Shaft (Cutlass) Bearing	Serviceable.	
Propeller	Bronze four bladed propeller. ***Size/Pitch:*** 16 x 19	No damages sighted, cotter pin in place.



Transom



Running Gear

Lake Test

Component	Description	Condition/Notes
Date and Time	11-26-25 @ 1230 PM	
Summary of Events	Launched vessel into Lake Texoma and drove around for approximately twenty minutes.	
Vessel Operated By	Owner	
Engine Starting	Engine started with the normal amount of cranking, no issues were observed.	
Exhaust Smoke	No abnormalities were observed.	
Helm Instruments	Instruments all operated within normal limits and no issues or malfunctions were observed.	
Throttles & Shifter	The throttle and shifter operated smoothly and correctly.	

Vibrations	None were observed.	
Steering	Smooth and responsive. No issues were observed.	
Ballast Tanks	Ballast tanks were filled and emptied.	No issues were observed.
Cruise Control	Cruise control mode was tested and found to be operational.	
Max Engine RPM	Maximum RPM attained as approximately 5400 with a max speed of 40.	As per factory specs (5400 max RPM)

Instrument Readings

Gauge	Idle	Cruising Speed	Wide Open Throttle
Tachometer	800	3200	5400
Volts	14.4	14.4	14.4
Engine Temp	160	160	60
Oil Pressure	60	60	160

Summary of Findings

Priority A Findings

Priority B Findings

Priority C Findings

Vessel Condition & Value

Values are dependent on the limiting conditions and assumptions noted in this report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction. Fair Market Valuation was determined by comparing cost and market data analyzed from BUC, Boat wizard, JD Power and various boat sales' websites. Data was reviewed and actual reported sales figures were taken into consideration upon deciding upon value. Price Guide "book" values were also taken into consideration. Estimated Replacement cost was determined using information obtained from BUC and local dealer prices using same or similar make and model with similar equipment options.

BUC Fair Market Value in "Better" Condition:	Value as per JD Power Average Retail:	What Closest Comparables have listed/sold for:	What Closest Comparables are currently listed for:
$105,370 - $115,870 (includes trailer)	$95,515 (includes trailer)	2017 Mastercraft X23 – Listed for $113,995 (05/23), sold for $100,000 (10/24) – TX	2017 Mastercraft X23 – Listed for $89,900 - MI
		2017 Mastercraft X23 – Listed for $105,500 (08/23), sold for $95,000 (08/24) – PA	2017 Mastercraft X23 – Listed for $89,995 - FL
		2017 Mastercraft X23 – Listed for $99,900 (02/24), sold for $99,900 (03/24) – KY	2017 Mastercraft X23 – Listed for $89,000 - CO

Vessel condition was determined upon completion of the survey, and review of all survey information. Vessel was compared to other vessels of the same age and model. Condition ratings are as follows:

Excellent	*New or in Like-New Condition*
Above Average	*Has been well cared for, is in better than average condition, needs minimal to no maintenance and/or comes with extra electronic gear or add-ons.*
Average	*Ready for sale but requiring normal maintenance work and comparably equipped to other vessels on the market*
Below Average	*Needs significant maintenance, structural repairs, yard work, engine repairs or service and is devoid of extras.*
Poor	*A vessel with extensive structural deficiencies and in need of major work on most systems and hull integrity to be fit for its intended use.*

Vessel Condition	Above Average
Estimated Fair Market Value of Vessel	**$86,250**
Estimated Value of Trailer	**$2,750**
Combined Fair Market Value	**$89,000**
Estimated Replacement Cost	**$162,500**

NOTE: Vessel is considered fit for its intended use ONLY after all Priority A recommendations have been corrected. In addition, all Priority B recommendations should be addressed in order to ensure the vessel adheres to certain standards, regulations, recommended practices and to maintain value. This valuation is based on the vessel's apparent condition on the date of survey and assumes that the vessel's

engine and other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, for the future use or life of the engine or machinery described herein.

Surveyors 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 that favors the cause of the client, the amount of the value estimate, the attainment of stipulate result, or the occurrence of 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 THE SURVEY ONLY. The marine surveyor will not instruct the buyer to "purchase" or "not to purchase" the vessel being surveyed in this report. It is the buyer's sole responsibility to make a buying decision on the vessel described in this survey report. In the unlikely event of dissatisfaction with the content of the survey, with severe errors contained in the survey report or by omission of significant information in the report, the sole and maximum remedy shall be limited to the amount of fee received for this survey. The report is only a statement of opinion and is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetected damages or other conditions that may exist.

ATTENDING SURVEYOR: _____ (John Seckman)

DATE OF REPORT: ***11-26-2025***

SAMS Accredited Marine Surveyor #1392 – USPAP Compliant

USCG Licensed Master – ABYC Business Member – IAMI Member