



# **Report of Marine Survey**

**Vessel: 2021 Axis T22**

**Purpose: Pre-Purchase Condition & Valuation Survey**



**Customer: John Doe**

**Date of Survey: October 23rd, 2023**

**Location: Lake Eufaula, OK**

**Prepared and Conducted by: Captain John Seckman**

**SAMS Accredited Marine Surveyor (AMS) #1392 – USCG 1600 Master**

**817-688-4673 – [Jmsecckman@hotmail.com](mailto:Jmsecckman@hotmail.com) – [www.southernmarinesurveying.com](http://www.southernmarinesurveying.com)**

## Scope of Survey

<b>Name of party requesting survey:</b>	John Doe
<b>Vessel Owner:</b>	Jim Doe
<b>Scope of Survey:</b>	Vessel was surveyed for pre-purchase condition and valuation purposes.
<b>How was Vessel Observed:</b>	Vessel was observed out of water on trailer and in the water.
<b>Lake-Test:</b>	Yes, a lake-test was performed. See "Lake-Test" section of survey report for details.
<b>Parties present at time of the survey:</b>	Surveyor, Owner, Customer
<b>Weather at time of survey:</b>	Clear & Sunny. 80 degrees F. Winds < 10mph
<b>Vessels intended use:</b>	Cruising and recreation on freshwater 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

See the 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. This survey represents the condition of the vessel as-is, on the day the survey was performed.

<b>RED</b>	Red recommendations are <u>priority A</u> . These need to be addressed immediately as they pertain to the safety/regulatory requirements and safe navigation of the vessel.
<b>BLUE</b>	Blue recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.
<b>GREEN</b>	Green recommendations are <u>priority C</u> . These are minor in nature. Thus, they can be addressed at the owner or clients' discretion.

**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 bring the vessel to current safety standards and ensure safe navigation and operation.

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### Vessel Particulars

**Vessel YR/Make/Model:** 2021 Axis T22



Starboard Side

Port Side

**Vessel Name:** N/A

**Hailing Port:** N/A

**Hull ID number verification:** AWRE9957B121



HIN# Starboard Aft Corner

<b>State Registration NO#:</b>	OK 1951 RF
<b>State Validation sticker:</b>	2024 OK
<b>Registration valid and sighted on vessel hull as per regulations:</b>	Yes.
<b>Vessel Type:</b>	Fiberglass Ski-Boat w/ Semi-Vee shaped hull configuration
<b>Manufacturer:</b>	Axis Wake Research, Merced CA
<b>Year of Vessel:</b>	2021
<b>Vessel Length:</b>	<i>Length Overall: 22'</i>
<b>Vessel Draft:</b>	2' 3"
<b>Vessel Beam:</b>	8' 6"
<b>Vessel Weight:</b>	3,800 pounds

### Top Exterior Deck & Hull

<b>Hull Construction Material:</b>	Molded frp (fiberglass) over unknown coring.
<b>Hull Sides:</b>	Red and Black colored gelcoat along hull sides. Good clean overall condition. <b>NOTE:</b> (1) Port-midships- several scuff marks on hull side in 18"x 6" area below rub rail. (2) Port-aft- 1" scuff mark above rub rail. (3) Port side of transom – 10" x 8" area of scuff marks. Repair all as needed for cosmetic purposes.
<b>Rub Rail:</b>	Black colored rubber rub-rail with stainless insert covering hull to deck joint. Normal wear and tear but no significant damages sighted.
<b>Transom:</b>	Conventional flat shaped molded frp (fiberglass) transom with attached swim platform.
<b>Swim Platform:</b>	Attached molded frp (fiberglass) swim platform. Percussion tested with phenolic hammer, no delamination or soft spots detected. Well secured to transom.

### Main Deck – Hardware & Fittings

<b>Deck Construction Material:</b>	Molded frp over unknown coring.
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<b>Deck Surface:</b>	Red colored gelcoat. Percussion tested with phenolic hammer, no soft spots or delamination detected.
<b>Tower:</b>	Tubular aluminum wakeboard tower (black colored) with integrated bimini-top. Well secured. No damages sighted.
<b>Line Cleats:</b>	Stainless horn style pop-up line cleats. Well secured to deck and serviceable.
<b>Deck Drains:</b>	Water drains into bilge. <b>NOTE: Cockpit is not self-bailing. Be advised.</b>
<b>Fill/Pump-out Fittings:</b>	All deck fittings are properly marked as per ABYC recommendations. Located in the following areas: (1) Fuel Fill – Port Aft

### Cockpit & Helm

<b>Helm Station:</b>	Helm located on starboard midships side of cockpit and equipped with molded instrument dash, control station and captain’s chair.
<b>Sole/Deck:</b>	Grey colored “Sea-Dek” throughout cockpit and on swim platform. <b>NOTE: Sea-dek throughout vessel is dirty and nicked in various areas, and is slightly peeled up along center deck hatch. Clean/repair/replace all as needed for cosmetic purposes.</b>
<b>Bimini Top:</b>	Stainless framed bimini top with black colored “sunbrella” material integrated into wakeboard tower and covering cockpit. Good overall condition.
<b>Seating:</b>	Adjustable captains seat at helm station with wrap-around “U” shaped seating in aft cockpit and “V” shaped seating at bow. Sunpad cushions on engine hatch cover. Vinyl cushions throughout vessel are white/silver/red in color and are in good overall condition. <b>NOTE: Aft seat cushions have several torn seams. Repair for cosmetic purposes and to prevent further damage.</b>
<b>Storage:</b>	Storage compartments built/integrated under seating and under the port helm compartment.
<b>Windshield:</b>	Aluminum framed (black colored) three piece glass windshield with opening walk-through center. No damages sighted.
<b>Engine Hatch:</b>	Two engine hatches integrated into aft deck. Both open and close properly and struts are operational holding hatches open.
<b>Board Racks:</b>	Wakeboard racks attached to tower.



Aft Seating



Bow Seating

**Navigation & Helm Electronics**

**Navigation Electronics:**

Type	Description	Location	Powers on?
Digital Display	4" Multi-function touch screen	Helm	Yes

**Courtesy Lights:**

12v courtesy lighting throughout cockpit.

**Navigation Lights:**

Port/Starboard/Anchor/Mast. Complies with USCG regulations. Lights were powered on and found to be operational.

**Engine Instruments & Controls**

**Engine Gauges:**

Engine information displayed via twin 5" gauges and 4" digital display screen.

**Throttle/Shifter:**

Cable-type lever with integrated throttle and shift controls. Controls are operational and work smoothly.

**Cruise Control:**

Cruise control settings controlled via digital display screen. Operational.

**Ballast Controls:**

Ballast is controlled via push switches on port side of helm. Operational.

**Kill Switch:**

Emergency kill switch with lanyard sighted next to helm station.

**12v Switches:**

12v push switches at helm dash control engine starting, bilge blower, bilge pump and navigation lights. All are operational.



Cockpit/Helm Station

Helm Station

**Entertainment Electronics**

**Stereo:**

12v "MC 35" stereo head unit located at helm station with three amplifiers under passenger dash compartment. Powers on and is operational.

**Speaker/Subwoofer/Amp:**

NO#	Type	Location
2	Tower Style	Tower
6	6.5" Flush Mount	Cockpit
1	12" Subwoofer	Cockpit

**D.C Electrical System**

**Voltage System:**

12v

**Vessel Batteries:**

NO#	Brand	Type	Size	Secured	Location
2	Optima	AGM	34	Box w/lid	Bow Storage

**Battery Notes:**

Batteries are secured properly and comply with ABYC E-11 recommendations.

**12v Wiring/Type:**

Insulated stranded wire. All wiring sighted that was accessible for inspection was secured every 18" and routed as per ABYC recommendations.

**Wiring Connectors:**

Ring, spade, or crimp on connectors sighted for wiring connections. No twist nuts or exposed connections sighted where accessible for inspection.

**Charging System:**

Alternator on engine.

**Breaker Panel:**

12v breaker panel next to helm station.



**Cut-Off Switch:**

Single two-position battery cut off switch located in cockpit. Operational.

**Propulsion System****Propulsion Type:**

Inboard V-Drive

**NO#/Type/Cylinders:**

**NO#:** One    **Type:** Gasoline 4-Stroke    **Cylinders:** V8    **Size:** 5.3 L  
**Horsepower:** 360

**Make/Model/Serial:**

**Make:** Malibu    **Model:** M5Di    **Serial#:** A1751B121

**Engine Hours:**

835 hours    *as per digital display screen at helm dash*

**Belts/Hoses:**

Serviceable condition, no cracks or splitting sighted where accessible for inspection, all hoses are secured with stainless hose clamps.

**Cooling System:**

Closed cooled with heat exchanger. Water intake through hull bottom thru-hull, circulates through heat exchanger and then out exhaust. Coolant level full.

**Oil Condition:**

Clean and full. No milky coloration observed.

**Flame Arrestor:**

USCG approved flame arrestor installed on engine as per federal requirements and ABYC recommendations. **NOTE: Flame arrestor is not fully sealed onto throttle body. Repair.**

**Ventilation:**

Ventilation provided by mechanical blower in addition to natural ventilation duct.

**Fuel Pump:**

OEM engine mounted fuel pump/cooler.

**Fuel Filter:**

N/A

**Engine Mounts:**

Engine mounts are well secured to the stringers and bedding material was sighted. Percussion tested where accessible, no delamination or damages sighted.

**Engine Started:**

Yes, the engine was started and ran during the lake-test. See "Lake-Test" section of survey report for details.



**Exhaust System**

<b>Discharge Location:</b>	Underwater via stainless downpipe at transom
<b>Piping/Clamps:</b>	Metal piping and marine grade wet exhaust hose. Securely double clamped as required by ABYC P-1. No cracks or damages sighted where accessible for
<b>Manifold/Risers:</b>	Serviceable condition, no cracks or leakage sighted where accessible for inspection. <b>NOTE: Exhaust manifold fasteners/bolts are heavily corroded in places. Recommend having mechanic inspect interior passages of exhaust manifolds for corrosion and servicing system with fresh gaskets and stainless steel fasteners.</b>

**Transmission**

<b>Make/Model/Ratio:</b>	<b>Make:</b> Malibu <b>Model:</b> V-Drive
<b>Transmission Fluid:</b>	<b>NOTE: Transmission/V-drive fluid is milky in color indicating water ingestion. Have mechanic perform pressure test on unit, replace fluids and make repairs.</b>
<b>Shaft Seal:</b>	PSS (packless shaft seal). <b>NOTE: Shaft seal is leaking excessively. Tighten/repair shaft seal so it only leaks while shaft is spinning and approximately two drops per minute.</b>

**Fuel Tankage**

<b>NO#/Location:</b>	One fuel tank located midships centerline.
<b>Type/Capacity:</b>	Polyethylene (plastic). 48 gallons.
<b>Tank Secured:</b>	Yes, tank is secured as per ABYC H-24.

<b>Tank Condition:</b>	Serviceable where accessible for inspection, no leakage sighted. <b>NOTE: Due to limited access complete inspection of fuel tank not possible.</b>
<b>Fuel Line(s):</b>	USCG Type A1 fuel hose from tank to fuel pump.
<b>Vent Line:</b>	Vents to hull side with A1 hose to skin fitting as per ABYC H-24.
<b>Fill line Hose:</b>	<b>NOTE: Due to limited access complete inspection of fuel tank not possible.</b>

**Ballast System**

<b>No#/Type/Location:</b>	<table border="1"> <thead> <tr> <th>NO#</th> <th>Type</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Plastic Tank</td> <td>Midships Centerline</td> </tr> <tr> <td>2</td> <td>Ballast Sack</td> <td>Port Aft</td> </tr> <tr> <td>3</td> <td>Ballast Sack</td> <td>Starboard Aft</td> </tr> <tr> <td>4</td> <td>Ballast Sack</td> <td>Port Bow</td> </tr> <tr> <td>5</td> <td>Ballast Sack</td> <td>Starboard Bow</td> </tr> <tr> <td>6</td> <td>Ballast Sack</td> <td>Bow</td> </tr> </tbody> </table>	NO#	Type	Location	1	Plastic Tank	Midships Centerline	2	Ballast Sack	Port Aft	3	Ballast Sack	Starboard Aft	4	Ballast Sack	Port Bow	5	Ballast Sack	Starboard Bow	6	Ballast Sack	Bow
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<b>Tank Condition:</b>	Serviceable where accessible for inspection. <b>NOTE: Due to limited access complete inspection not possible.</b>																					
<b>Lines/Fittings:</b>	Wire re-enforced marine grade rubber hose at each connection. No damages or leakage sighted except where noted. <b>NOTE: (1) Forward ballast sack at bow leaks water at fill connection on sack. (2) Starboard aft ballast sack leaks water at top of fill line hose where valve is located. Repair both and do not use ballast system until repairs are made.</b>																					
<b>Ballast Pump(s):</b>	12v water pumps pull water from thru-hulls to fill and empty ballast tanks. All were powered on and found to be operational.																					

**Steering System**

<b>Manufacturer:</b>	Teleflex
<b>Steering Type:</b>	Mechanical Rack and Pinion
<b>Lines/Fittings:</b>	Galvanized steering cable. Serviceable where accessible for inspection.

<b>Rudder Stock:</b>	Bronze rudder stock.
<b>Rudder Packing:</b>	Serviceable, no leakage sighted.

**Interior Hull & Structural Components**

<b>Hull to Deck joint:</b>	Overlap (shoe box type). Rub rail covering hull to deck joint, secured with screws and adhesive compound. <b>NOTE: Due to limited access complete inspection not possible. Be advised.</b>
<b>Inside of Transom:</b>	Secure with no cracks or separation sighted where accessible for inspection.
<b>Stringer(s):</b>	Hull stiffness provided by FRP covered (unknown coring) longitudinal stringers that run the length of the vessel. Stringers were accessible for inspection in the engine space and were percussion tested with a phenolic hammer, no delamination was detected. Limber holes appear to be adequately sealed where sighted. <b>NOTE: Due to limited access complete inspection of stringers not possible.</b>
<b>Bulkheads:</b>	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP. Tabbing appears serviceable and sound with no cracks or separation sighted in any compartments, or visual evidence of movement sighted where accessible for inspection. Bulkheads accessible for inspection were percussion tested with a phenolic hammer and no delamination was detected. <b>NOTE: Due to limited access complete inspection of bulkheads not possible.</b>
<b>Bilge(s):</b>	Mostly clean where accessible for inspection.

**Below Waterline Thru-Hull Fittings**

<b>Number/Type/Location:</b>				
NO#	Type	Location	Used For	Condition
1	Bronze Ball Valve	Engine Space	Engine Intake	Serviceable
2	Bronze Ball Valve	Engine Space	Ballast Intake	Serviceable
3	Bronze Ball Valve	Engine Space	Ballast Intake	Serviceable
4	Bronze Ball Valve	Midships Bilge	Ballast Intake	Serviceable
5	Bronze Ball Valve	Midships Bilge	Ballast Intake	Serviceable
6	Bronze Ball Valve	Forward Bilge	Ballast Intake	No Access
7	Bronze Ball Valve	Forward Bilge	Ballast Intake	No Access

**Condition:**

Seacock valves are securely bedded/mounted through the vessel hull. All are operable and little to no corrosion was sighted.

**Hose(s):**

Marine rubber covered wire reinforced hose. All hoses are securely clamped with stainless hose clamps at each connection with no cracks or splitting sighted where accessible for inspection.

**Above Waterline Thru-Hull Fittings****Hull Sides:**

Marelon skin fittings. Used for: Bilge pump discharge, ballast discharge and tank vent fittings. No damages sighted where accessible for inspection.

**Critical Safety Components****Bilge Pump(s):**

NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?
1	Sahara 800	Engine Space	Yes	Auto-Built Into Pump	Yes

**Bilge Pump Comments:**

Bilge pump is secured and hose is securely clamped and in serviceable condition. Pump was powered on using manual switch at helm dash and by activating float switch and found to be operational.

**Portable Fire Extinguishers:**

NO#	Brand/Model	Location	Mounted?	Gauge full?
1	Kidde B1 3lb	Cockpit	Yes	Yes

**Fire Extinguisher Comments:**

Vessel complies with USCG requirements regarding the amount of portable fire extinguishers required onboard.

**Safety Related Equipment & Accessories****Life Jacket's (PFD):**

Type	NO#	Location	Condition
<i>USCG Type I PFD</i>			
<i>USCG Type II PFD</i>	4	Cockpit Storage	Serviceable
<i>USCG Type V PFD (throw)</i>	1	Cockpit Storage	Serviceable

**Sound Signaling Apparatus:**

Electric horn controlled via helm switch. Operational, complies with USCG requirements.

**Visual Distress Signals:**

Vessel is located on inland lake and therefore is not required to have visual distress signals as per CFR.

**Maximum Capacity Label:**

Sighted at helm station as per federal requirements.

**Ground Tackle****Anchor:**

NOTE: No anchor sighted. Equip vessel with anchor and rode for use in emergencies.

**Rode:**

See above finding.

**Power Wedge/Wake Plate****Power Wedge:**

Electric "Power Wedge" mounted on transom. Operational using switch at helm dash.

**Surf Gate(s):**

Electric surf gates mounted on outboard sides of transom and controlled via switch at helm dash. Operational.

**Out of Water Inspection & Hull Bottom****Hull Bottom:**

Fiberglass with red colored gelcoat. Percussion tested with phenolic hammer, no delamination or soft spots found. NOTE: Vessel was inspected on trailer, due to this access was limited and complete inspection was not possible. Be advised.

**Blistering:**

No osmotic blistering sighted on hull bottom.

**Thru-Hulls:**

Seven bronze mushroom type thru-hull fittings. All appear sufficiently bedded and in serviceable condition where accessible for inspection (vessel on trailer, access limited).

**Transducer(s):**

Thru-hull type transducer mounted on the hull bottom (for speed and depth).

**Prop Shaft:**

Stainless. Appears aligned, no corrosion or damages sighted.

**Shaft Strut:**

Single bronze strut. Well bedded and secured. No damages sighted.

**Shaft Bearing:**

Serviceable.

**Propeller:**Single bronze four bladed propeller. No damages, pitting, nicked, bent or burnt blades sighted. *Size/Pitch:* 15 x 13

**Transom:**

Percussion tested with phenolic hammer, no delamination or soft spots detected. No stress cracks or damages sighted.



Transom



Running Gear

**Lake Test**

**Date and Time:**

October 23rd, 2023 at 10:00 AM

**Summary of Events:**

Launched vessel into Lake Eufaula and drove around for approximately twenty minutes and then back to boat launch.

**Vessel Operated By:**

Owner, Surveyor

**Engine Starting:**

Engine started with minimal cranking.

**Exhaust Smoke:**

Engine exhaust smoke was minimal and appeared normal.

**Helm Instruments:**

Helm instrument readings were normal throughout lake-test.

**Throttle/Shifter:**

Smooth and responsive throughout lake-test. No issues observed. Gears shifted properly and throttles advanced properly.

**Steering:**

Smooth and responsive throughout lake-test.

**Power Wedge:**

Power wedge and surf gates were tested and found to be operational.

**Ballast System:**

The ballast system was tested and found to be operational, properly filling and emptying tanks.

**Notes:**

Maximum RPM attained was 5000 NOTE: Owner would not advance throttle past 5000 RPM to test maximum RPM. Be advised.

**Instrument Readings:**

Gauge	Idle	Cruising Speed	Wide Open Throttle
<i>Tachometer</i>	800	3500	5000
<i>Volts</i>	14	14	14
<i>Engine Temp</i>	150	160	160
<i>Oil Pressure</i>	75	80	80

## Summary of Findings

**Priority A Findings****Priority B Findings**

1. NOTE: Flame arrestor is not fully sealed onto throttle body. Repair.
2. NOTE: Exhaust manifold fasteners/bolts are heavily corroded in places. Recommend having mechanic inspect interior passages of exhaust manifolds for corrosion and servicing system with fresh gaskets and stainless steel fasteners.
3. NOTE: Transmission/V-drive fluid is milky in color indicating water ingestion. Have mechanic perform pressure test on unit, replace fluids and make repairs.
4. NOTE: Shaft packing seal is leaking excessively. Tighten/repair shaft seal so it only leaks while shaft is spinning and approximately two drops per minute
5. NOTE: (1) Forward ballast sack at bow leaks water at fill connection on sack. (2) Starboard aft ballast sack leaks water at top of fill line hose where valve is located. Repair both and do not use ballast system until repairs are made.

**Priority C Findings**

1. NOTE: (1) Port-midships- several scuff marks on hull side in 18"x 6" area below rub rail. (2) Port-aft- 1" scuff mark above rub rail. (3) Port side of transom – 10" x 8" area of scuff marks. Repair all as needed for cosmetic purposes.
2. NOTE: Sea-dek throughout vessel is dirty and nicked in various areas, and is slightly peeled up along center deck hatch. Clean/repair/replace all as needed for cosmetic purposes.
3. NOTE: Aft seat cushions have several torn seams. Repair for cosmetic purposes and to prevent further damage.
4. NOTE: No anchor sighted. Equip vessel with anchor and rode for use in emergencies.



## 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, ABOS, NADA and various boat sale's 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 ABOS and local dealer prices using same or similar make and model with similar equipment options.

<b>BUC Fair Market Value in "Buc" Condition:</b>	<b>Value as per NADA Average Retail:</b>	<b>What Closest Comparables have listed/sold for:</b>	<b>What Closest Comparables are currently listed for:</b>
\$93,300 - \$102,500 (does not include trailer)	\$66,200 (does not include trailer)	2021 Axis T22 (w/ trailer) – Listed for \$91,495 (02/23), sold for \$87,000 (04/23) – PA	2019 Axis T22 (with trailer) – Listed for \$84,999 - UT
		2021 Axis T22 (w/ trailer) – Listed for \$79,995 (08/23), sold for \$79,995 (09/23) – MI	2021 Axis T22 (with trailer) – Listed for \$84,995 - CA
		2021 Axis T22 (w/ trailer) – Listed for \$76,500 (04/23), sold for \$69,500 (07/23) – CA	2020 Axis T22 (with trailer) – Listed for \$84,975 - FL

**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:**

<b>Excellent</b>	<i>New or in Like-New Condition</i>
<b>Above Average</b>	<i>Has been well cared for, requires minimal to no repairs and/or comes with extra electronic gear or add-ons.</i>
<b>Average</b>	<i>Ready for sale but needs maintenance, repairs, cleaning or updates. Average compared to similar vessels of same vintage.</i>
<b>Below Average</b>	<i>Needs significant maintenance, repairs or service.</i>
<b>Bad Condition</b>	<i>Un-Seaworthy, Dangerous.</i>

<b>Vessel Condition</b>	<b>Average Condition</b>
<b>Estimated Fair Market Value</b>	<b>\$72,500.00</b>
<b>Estimated Value of Trailer</b>	<b>\$3,500.00</b>
<b>Combined Fair Market Value</b>	<b>\$76,000.00</b>
<b>Estimated Replacement Cost</b>	<b>\$115,000.00</b>

**NOTE:** Vessel is considered fit for its intended use *ONLY* after all **Priority A** recommendations have been corrected. 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. 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 a 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 in this survey report. Full payment of the survey shall constitute acceptance of these terms.



ATTENDING SURVEYOR: \_\_\_\_\_ (John Seckman)

DATE OF REPORT: **10-24-2023**

US Coast Guard Licensed 1600 Ton Master - License# 2677286

Society of Accredited Marine Surveyors – *Accredited Marine Surveyor (AMS) #1392*

