



Jolly Roger

Marine Surveying

2020 Formula F330-CBR



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MARINE SURVEY

CONDUCTED BY

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JOLLY ROGER MARINE SURVEYING

PREPARED FOR



Inspection Performed on: 4/10/2025

Submitted on: 4/17/2025



SOCIETY OF ACCREDITED MARINE SURVEYORS, ABYC, CHAPMAN GRADUATE

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INTRODUCTION

Purpose & Scope:

The Survey was requested to determine the physical condition and value of the vessel for pre-purchase.

The boat was surveyed in the forklift, bunks, moored to the dock, and on a limited trial run. The inspection was performed at [REDACTED] Charleston, SC, and in the Ashley River. The areas obstructed by the forks/bunks preclude inspection.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives, or generators, nor the propulsion system's or auxiliary power system's operating capacities. If an engine surveyor is desired, the owner should contact one.

Electrical and electronic equipment was powered up, but the electrical equipment was only tested for basic and/or limited function; all functions were not verified. The wiring was inspected from a general perspective where accessible. Due to this vessel's normal construction method, sections of the vessel's wiring are concealed within wire looms, chases, and conduits. Further, some wiring transit areas would require disassembly and/or removal for inspection. As a result, a significant amount of wiring could not be observed during this survey. If a more thorough inspection of the wiring, breakers, fuses, batteries, and overall electrical system is desired, a marine electrician should be contracted to provide said service.

Vessel tankage was visually inspected where accessible. No obvious leakage was observed unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. In addition, no definitive assessment as to the serviceability of the tanks can be made, as they tend to corrode or fail from the inside out. This survey did not inspect the interior of the tanks, and their contents were not tested for contamination. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested by a qualified marine technician to attest to their condition.

The decks were sounded with a phenolic hammer, and limited conductivity meter testing was performed with a Tramex Skipper Plus Detector. This conductivity testing is generally known as "moisture meter testing," but the testing actually only involves assessing the amount of conductivity within the material/structure. Therefore, a true declaration cannot be made that moisture was/was not present.

The lights were not tested to USCG luminosity standards, nor was the decibel production of any sound-producing devices.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. A visual inspection was conducted only on accessible structures; no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no stability characteristics or inherent structural integrity have been determined, and no

opinion has been expressed. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any conversations, statements, and representations, whether verbal or in writing. This Survey Report describes the vessel's condition on the above date or dates and is the unbiased opinion of the undersigned. Still, it is not considered an inventory, warranty, or guarantee, either specified or implied. The undersigned reserves the right to make addendums as needed for this Survey Report.

Conduct of Survey:

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC), Title 33 and Title 46 Code Of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) have been used as guidelines in conducting this survey.

Definition of Terms:

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

SERVICEABLE:

Fulfilling its function adequately (usable during Survey).

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new with wear/corrosion consistent with general use.

FAIR CONDITION:

While functional, the item/system shows increased wear and corrosion. It is likely nearing the end of its serviceable life and should be monitored closely until repaired or replaced.

POOR CONDITION:

Unusable as is. Address as needed.

APPEARED:

This indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g., no power available, inability to remove panels, requirements not to conduct destructive testing, etc.).

POWERED UP/ON:



Power was applied only. Basic testing did not reveal a fault.

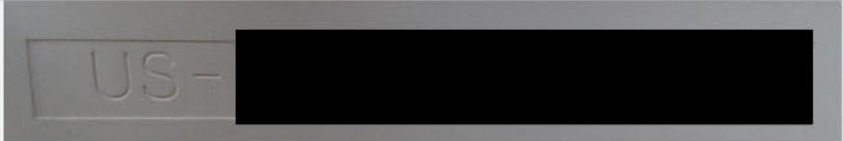



USE OF [A], [B], or [C]: The use of the letters "A," "B," or "C" in the body of this report will indicate that a Finding pertaining to the lettered item will be listed in the 'Findings and Recommendations' Section. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Please note that the vessel will have an overall rating with its own grading scale at the end of the report; see “CONDITION AND VALUATION SUMMARY.”

Unless noted otherwise, no measurements or calculations were performed during the Survey. The specifications in the report are believed to be correct; however, accuracy is not guaranteed. We recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

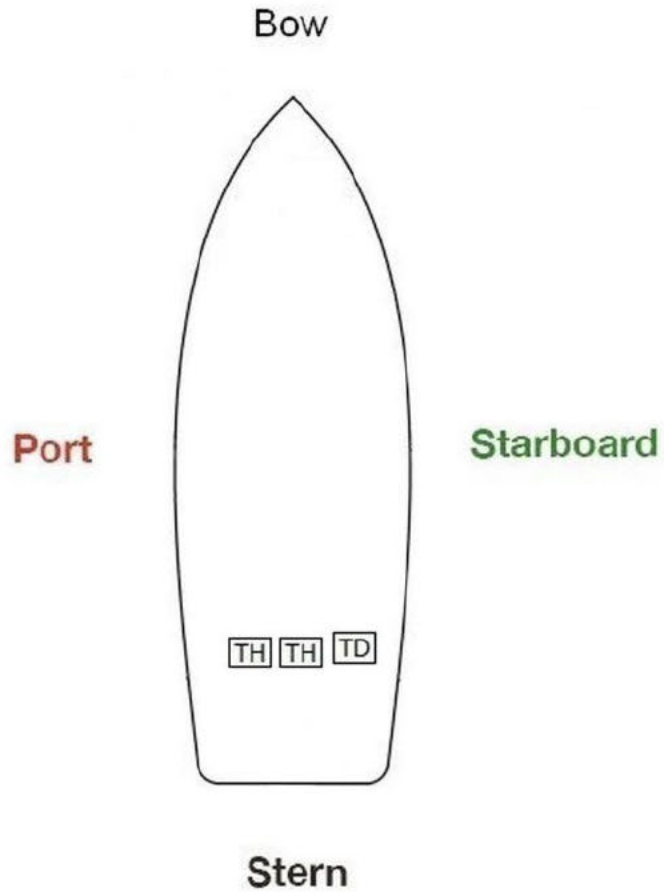
SURVEY / VESSEL PARTICULARS

File	[REDACTED]
Type of Survey Inspection	Condition and Value for Prepurchase
Date of Survey Inspection	4/10/2025
Weather Conditions Present	Sunny, dry, breezy.
Location of Survey Inspection	[REDACTED], Charleston, SC
Persons in Attendance During Survey	<div style="text-align: center;"> [REDACTED] – Captain / Seller [REDACTED] – Potential Buyers [REDACTED] – Intern [REDACTED] - Laborers David Glen Hardy, Jr. – Principal Surveyor </div>
Vessel Type	Bowrider
Vessel Material	FRP (Fiber-reinforced plastic)
Vessel Builder	FORMULA BOATS, DECATUR, IN
Vessel Model	F-330 CBR
Vessel Name	[REDACTED]
Displayed Hailing Port	<div style="text-align: center;">[REDACTED]</div> 
Official Number	<div style="text-align: center;">[REDACTED]</div> 
Hull Identification Number	[REDACTED]

(HIN)		
Hull Number		
Model Year	2020	
Build Year	2019	
Engine Type	Sterndrive 365 H.P. Gasoline Engine	
Engine Make / Model	Ilmor 5.3LGDI-S	
	[Serial Numbers not sighted]	
Length Overall	34' 4"	
(Per BUCValuPro)		
Beam	10' 3"	
(Per BUCValuPro)		
Draft	2' 11"	
(Per BUCValuPro)	(*Recommend verifying.)	
Weight	12,500 lbs	
(Per BUCValuPro)	(Excludes Motor)	
Simplified Tonnage	12 – Gross Ton	10 - Net Ton
Per USCG		
Note: This refers to capacity, not weight.		
Rating & Valuation		
Vessel Overall Rating	Above Average	
Estimated Market Value		USD
Estimated Replacement Cost		USD

THRU-HULL / TRANSDUCER LOCATIONS

Layout:



Approximate Thru-hull/Transducer locations where sighted below the designed water line.

Thru-Hull = TH Transducer = TD

VESSEL DOCUMENTATION NONCONFORMITIES

HIN (Hull Identification Number) Compliance (33 CFR 181):

Appropriately found displayed at the starboard corner transom.

Documentation Compliance (46 CFR 181) [A]:

The vessel's name and hailing port were found appropriately displayed.

The official number was not permanently displayed. Permanently display per 46 CFR 181

State Registration Compliance (33 CFR 173):

Florida decal. Found expired; however, the vessel is currently US Documented. Please contact your State for further information and register as needed.

HULL & STRUCTURE

Vessel Description and Layout:

Bowrider with cuddy cabin. At the stern, there is transom bench/lounge seating with port and starboard bench seating. A mini bar was to port with a fridge and sink. The helm is to starboard, forward of the aft cockpit. At the bow is wrap-around seating.

Forward and inboard of the helm is the companionway, which leads to the interior. A cuddy cabin is present with a V-berth, microwave to port, and a head to starboard.

Hull Material / Construction:

Molded FRP (complete coring material unknown).

Internal Strength Members:

A web of FRP-encapsulated stringers and transverse members provides the longitudinal and athwartship hull stiffness (the complete coring material is unknown). Most of the web/bulkheads were bonded and tabbed to the hull with fiberglass reinforcement, and some areas utilized epoxy-like adhesives.

The strengthening members were only visible in about 15% of the vessel, which was found in the bow lockers, cuddy cabin, transom lockers, engine compartment, and cockpit bilge access panels. Due to the construction process, the strengthening members could not be adequately evaluated elsewhere.

The sighted members showed no abnormal percussions or elevated conductivity readings. Good condition.

Bilges / Limber Holes:

The bilge utilized a painted surface. Good condition. Limber holes are unobstructed where sighted.

Hull-to-Deck Joint Type:

Shoe-box type. Mechanically fastened. Good condition.

Exterior Finish:

Dark blue topsides. Good condition. Chalkiness present, buff/wax as needed.

Transom:

Flat transom with mechanically fastened motor mounts. Transom tow U-bolts.

Items were well secured where sighted with no abnormal percussions/conductivity readings.

Stem:

Raked bow stem and flared hull sides. No abnormal percussions or elevated conductivity readings were found. Bow tow U-bolt securely installed. Good condition.

Deck Material:

White FRP deck with textured gelcoat, complete coring material unknown. No abnormal percussions or elevated conductivity readings were found. Good condition.

Rub-Rails:

White composite rub rail with stainless steel striker plating. Securely installed. Good condition.

Gunwales:

White FRP gunwales. No abnormal percussions were found. Good condition.

Coaming:

Pearl white coaming padding. Well attached. No tears are sighted. Good condition.

Bridge Type:

Single helm.

Bimini Top / T-Top:

FRP hard top with a 12V retractable aft sunshade and manual amidship shade, vinyl-like fabric. The FRP superstructure was well attached where sighted, and the shades were appropriately deployed/retracted. The aft sunshade was sluggish when retracting; lubricate as needed.

Swim Platform [B]:

A mechanically fastened/molded swim platform was found installed, with a drop-down platform present. The drop-down platform showed elevated conductivity readings with historical hardware holes present. Stress cracking was found in the molded mounts of the swim platform; these mounts are for the drop-down platform, which was viewed from below. Please note that no abnormal percussions were found. Filling hardware holes and monitoring stress cracking / moisture readings is recommended.

PROPULSION / STEERING

Engines' Data:

Twin Ilmor 5.3L GDI engines / Type: V-8 Gasoline Engines / Rated Power: 365 HP (272 kW) @ 5,400 RPM / Total displacement: 5.33L / Compression Ratio: 11.0:1

Serial numbers not sighted.

Overall good condition.

Engine Gauges:

The Ilmor engine gauges powered on. No alarms were sighted. An apparent manufacturer passcode was found installed; acquire the code as needed. Client informed.

Engine Hours:

111 port / 112 starboard as sighted at the engine gauges.

Engine Oil:

Adequate in both engines. No signs of metal shavings or signs of water intrusion were noted.

Raw Water Uptakes:

Ports unobstructed.

Raw Water Pump [A]:

Leaking was sighted at the starboard engine's raw water pump. The amount leaking increased from ~3 drips a minute to a near-constant stream at the time of haulout. Seller informed. Increased corrosion was noted near the pump and pulley. It is recommended to investigate further and repair or replace. Clean corrosion as needed.

Filters:

The oil filters were securely attached.

Exhaust:

Bellows exhaust type. The exhaust was double-clamped where sighted. It was in good condition with no cracking damage.

Tubing:

Rubber hoses throughout. An appropriate type of tubing was used where sighted, and no cracking or stiffening was noted. Good condition.

Motor Mounts:

Engine alloy supports with isolators on FRP stringers. No abnormal percussions or elevated conductivity readings were found. Good condition.

Engine Hatch:

Electohydraulic engine hatch. Appropriately lifted and lowered. Good condition.

Skeg:

No cracking damage sighted. Well-formed at outdrives. Good condition.

Outdrives:

YANMAR	PORT	STARBOARD
MODEL	ZT370 H	ZT370 H-E
MFG No.	[REDACTED]	[REDACTED]
DATA TAG		

Outdrives were well secured where sighted. No abnormal percussions were sighted at the transom or elevated conductivity readings. No hard impact damage was sighted.

Good condition. Serviceable where sighted.

Tilt/Trim:

Operated appropriately from the helm. Initially, the indicators were off but were later viewed as accurate after the tilt/trim function of the outdrives was exercised. It is recommended to continue to monitor and address any concerns as needed. Lifters at outdrives showed no leaking and were in good condition.

Blowers:

Twin make-unsighted blowers were found in the bilge. Powered on. Well rigged where sighted. Good condition.

Flame Arrestor:

Present. Well attached where sighted.

Coolant [C]:

Coolant was found below the max fill line on the Starboard engine. Coolant was found above the max fill line on the port engine. It is recommended to confirm the appropriate amount of coolant and adjust as needed.

Throttle & Shift Controls:

Ilmor throttle & shift electronic controls.

Well routed where sighted. Securely attached. Good condition.

Steering System Type:

Electrohydraulic helm with non-metallic lines. Well rigged where sighted with no cracking/leaking damage. Serviceable where sighted. Good condition.

Machinery Space Hose Clamps:

Well secure where sighted. Fair condition.

Thru-hull(s):

1/4-turn bronze thru-hull valves were found throughout the vessel. Serviceable and secure where sighted. Good condition.

It is recommended that emergency bungs be ready for use.

TRIAL RUN

Engine Startup:

The engines started without excessive exhaust smoke or excessive cranking

Vibration Comments:

No significant hull or running gear vibrations were observed while underway.

Engine Load Test:

The engine's motor mounts were observed while the engines were placed in forward & reverse gears several times under load without exception.

Engine Control Station Operation:

The Owner and Client operated the engine's controls at the helm station without exception. No abnormalities were reported.

Steering Test:

The visible steering components were observed while the steering wheel was turned several times without exception.

Vessel Loads:

~20% fuel capacity, ~50% water capacity, ~5% waste capacity, five adults, and a light gear load.

Trial Run Condition:

An inshore trial run was performed in calm conditions.

Engine Performance:

Data was taken from the Raymarine MFD and engine gauge.

RPM	Speed MPH
650	2.7 / In-Gear Idle
1,000	4.5
2,000	8.5
3,000	14.5
4,000	31.5
5,000	44.0
5,800	46.8 / Wide Open Throttle

FUEL OVERVIEW

Tankage:

Not sighted due to the construction of the vessel. Reported 151 gallons per the manufacturer.

Fuel/water separators:

Not sighted.

Fuel Fills:

1x starboard aft. Found double-clamped. Proper grounding unconfirmed; however, conductors were present; prove as needed.

Tubing:

A-2 Hose for fill line. A-1 hose sighted on the engine. No cracking damage or stiffening was noted. Good condition.

Comments:

Much of the fuel system was not seen during inspection due to the vessel's construction. Please note that no abnormalities were found with the visible parts for inspection. Prove unsighted items as needed. The visible items performed without exception.

EXTERIOR EQUIPMENT

Exterior Seating:

Cushioned helm seating with FRP/alloy supports, forward bow wrap-around seating, cockpit L-shaped bench seating, and transom folding seating. All seating was well secured where sighted. Lockers were incorporated with the seating, and the lids opened and closed appropriately. Table mounts were found forward and aft. Mounts well secure.

No abnormal percussions were found.

Good condition.

General Exterior Soft-Goods Condition:

Off-white vinyl cushions throughout. No tears were sighted. Well attached where sighted.

Good condition.

Cushion/Table-Top Compartment [A] / [C]:

Additional cushions and table tops were found in their locker forward of the cockpit's sink. Damaged molding was sighted in this compartment. Also, pooling of water was found in this compartment; it should be noted that the seller mentioned the vessel was recently washed, and no active leaks were sighted.

It is recommended that the molding be refastened, the water be cleaned, and the cause of the water be addressed.

General Hardware Condition:

Good condition.

Exterior Lighting:

12VDC recessed blue-colored below the gunwale courtesy lighting, overhead multicolor lighting. All illuminated. Good condition.

Shower:

1x Transom shower. Powered on and off appropriately. Well plumbed where sighted.
Good condition.

Deck Hatches:

Deck hatches/inspection panels are present. All appropriately opened and closed. Good condition.

Windshield:

A wrap-around glass windshield is present with a gate. Well attached where sighted, and the gated window appropriately operated. Good condition.

Starboard windshield wiper. Appropriately swiped, good condition.

Cleats:

8x Pop-up horn-style cleats were found throughout the vessel and well-secured where sighted. Good condition.

Fenders / Lines:

Double braid lines. No chafing damage was sighted.

Cylindrical fenders. Inflated. No tearing damage was sighted.

Good condition.

Anchor Platform:

FRP. No abnormal percussions or conductivity readings were found—drainage overboard, unobstructed, where sighted. Good condition.

Anchor(s):

1x Lewmar size-unseen claw-style stainless steel anchor was found at the bow. Chain rode, length undetermined. No broken flukes were sighted. Good condition.

Safety swiveled bolted in place.

Windlass:

1x Lewmar 12VDC RMU 50 F C25 windlass was found forward. This unit appropriately deployed/retracted the rode when tested at the bow and helm. Good condition.

Stereo System:

Clarion M608 Main receiver was in the cabin.

Remote controls were at the helm and transom.

JL Audio amplifiers were in the amidships bilge.

Items powered on. Sound produced from the speakers. Items were found in good condition, except for the speakers, which were in fair condition.

Sink:

Single basin poly sink with drain basin and faucet. The faucet powered on, and water exited. Items were well plumbed where sighted. Good condition.

Refrigerator:

12/24 VDC and 100-240 VAC Isotherm [REDACTED]

refrigerator. S/N 9370269. Powered on. The cold plate temperature read 18.2°F.

Serviceable where sighted.

CABIN APPOINTMENTS

Entry Stairs:

The companionway door operated without exception.

Interior Cabinetry & Trim:

FRP/Poly. Trim well secured where sighted. Good condition.

Ceiling Headliners:

White FRP headliner. Well attached where sighted. Good condition.

Flooring:

Laminated flooring. Well attached where sighted. Good condition.

Interior Lighting:

12VDC. Lights powered on and illuminated where sighted. Good condition.

Microwave:

120VAC Muave microwave. Powered on and the screen illuminated. Good condition.

HVAC:

115VAC Dometic [REDACTED] 6k BTU HVAC was found in the port amidships, its digital controls were at the port interior. 120V Dometic pump was found in the forward engine compartment with a ¼ turn bronze alloy valve. These units powered on appropriately and were placed in the max cool setting, with the supply temperature recorded at 64.7°F.

Items were in a serviceable condition where sighted.

Head [B]:

Starboard amidships head with 12V Dometic electric head with 12VDC Dometic JW Vacuflush System. Pump # [REDACTED]. Good condition. This unit filled and flushed appropriately.

Single basin sink with faucet attached. This faucet did not turn off appropriately. It is recommended to investigate further and repair or replace as needed.

WATER SYSTEMS

Water Tankage:

One (1) Poly water tank was found in the amidships bilge. No label was sighted; however, the manufacturer reports the capacity to be 25 gallons. Well-plumbed and secure were sighted. Good condition.

Hoses:

Reinforced vinyl/rubber hoses. No active leaks were sighted. Good condition.

Water Fills:

One water fill was found at the starboard amidships. Well secure. Good Condition.

Freshwater Pumps:

12VDC Pentair Shurflo Aquaking 3GPM pump was found in the starboard amidships bilge.

Powered on and off appropriately.

It was paired with a Pentair accumulator tank, model unsighted. Items were well plumbed/rigged where sighted. Good condition.

Grey Water Pump:

12VDC Sahara S500 4505 pump. Powered on in the automatic position. Well plumbed where sighted. Good condition.

MSD (Marine Sanitation Device) System (33 CFR 159):

Type III Poly Tank was found amidship in the engine compartment. Well secured with bracing. Lines well plumbed where sighted. Good condition. Label unsighted; however, the manufacturer reports a 26-gallon holding capacity.

Discharge valve / Macerator:

Unsighted due to the vessel's construction. Prove as needed.

DC ELECTRICAL SYSTEMS**Direct Current System:**

12VDC System

Batteries [A]:

4x 12V West Marine AGM Group 31 batteries were found in the engine compartment.

Part No. 15020258. Dated 3/25, 3/25, 4/24, and an unsighted date. 200 RC / 1000 MCA
@ 32°F degrees each.

1x Interstate Lead Acid Group 24 battery was found in the amidship engine
compartment. Part No. 24M-XHD. Date unsighted.

The batteries were well secured.

Conductors were appropriately installed in decreasing ampacity where sighted.

No more than 4x terminals were found appropriately on the batteries' lugs.

Batteries were found with exposed ungrounded studs. These need to be covered per 33
CFR 183.445:

Each ungrounded terminal or stud that is continuously energized must meet 33
CFR § 183.455 and must have a boot, nipple, cap, cover, or shield that prevents
accidental short-circuiting at the terminals or studs.

Hex nuts were appropriately used for lug/terminal attachments.

Overcurrent Protection:

Fuses and Breakers. Serviceable where sighted. Good condition.

Battery Switches:

Rotary style switch at the generator, and toggle switches at the starboard cockpit. Not all were performed during the inspection, but the ones performed were in a serviceable condition where sighted. Good condition.

Battery Charger [B]:

A 120V 12-Volt 50-amp Centaur battery charger was found in the engine compartment with an analog ammeter. No amps were displayed when powered on. It is recommended to investigate further and repair or replace as needed.

DC Electrical Panel:

The main distribution DC panel was found at the cabin, serviceable, where sighted. Good condition.

Rigging Comments:

Electrical rigging was well routed, supported, and terminated where sighted unless otherwise mentioned. Overall = Good, condition and serviceable where sighted.

AC ELECTRICAL SYSTEMS

Alternating Current System:

120 VAC AC system.

Shore Power Inlet [B]:

1x 120VAC 30 amp shore power inlet was found at the stern. Corrosion was sighted at the prongs; it is recommended to investigate further and clean the corrosion off or replace as needed.

Shore Power Cord:

120VAC 30 amp shore power cord. Serviceable where sighted. No heat damage was sighted on its prongs.

AC Electrical Panel:

The main electrical AC distribution panel was found in the cabin and was serviceable where sighted.

Outlets:

The AC outlets were tested using a UL-listed circuit Tester. The correct polarity was noted. GFCI protection was sighted in the ABYC-required spaces. Outlets were sighted at the cockpit and the cabin.

Overcurrent Protection:

Fuses and Breakers. Serviceable where sighted. Good condition.

Electrical Rigging:

Well-rigged/supported where sighted.

GENERATOR

Make/Model/Data:

Westerbeke 120V Single Phase Gasoline Generator 5kW @ 60Hz Model: 5.0 MCGA /

Serial: [REDACTED]

No faults were found at the generator's screen when cranked, and a limited load test was performed, and 120V devices powered on without exception.



Hours:

65.9 as indicated on the control panel.

Filters:

The oil filter is securely attached.

Exhaust:

Wet exhaust with riser. Doubled clamped. Good condition.

Raw Water Strainer:

Cloudy, clean as needed. This was inline with a ¼ turn bronze alloy valve that appropriately operated and was securely attached.

Oil:

Adequate. No signs of metal shavings or water were sighted.

Hoses:

An appropriate type of hose was sighted throughout the generator. No cracking or stiffening damage was sighted. Good condition.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF Radios [C]:

12VDC Icom IC-M330 VHF was found at the helm. Powered on, however, did not relay a radio check. It is recommended to perform another radio check and address as needed.

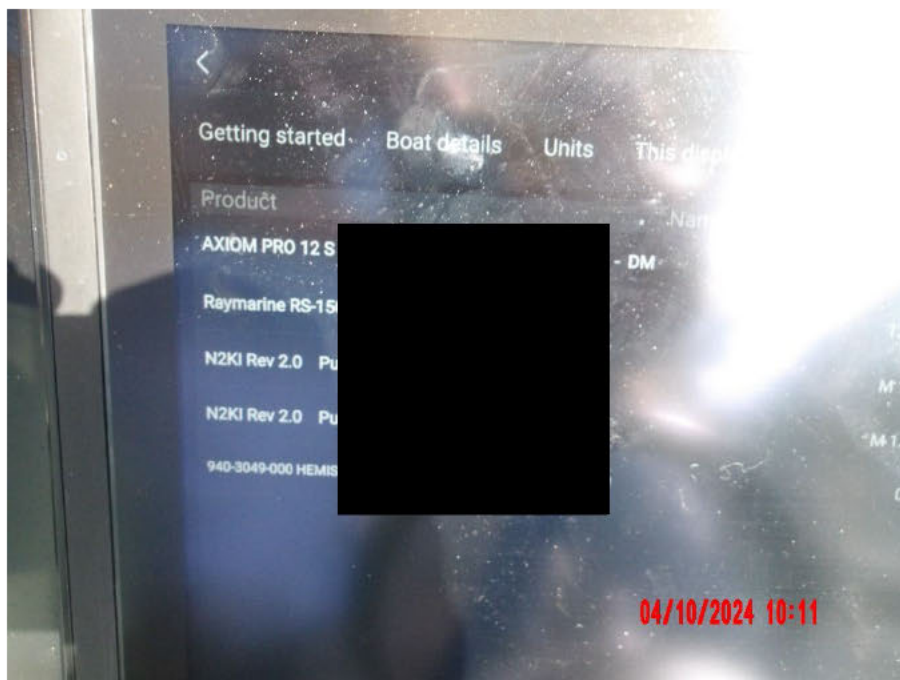
Compasses:

Present. Good condition. A current deviation card is recommended.

Multi-Function Device (MFD):

12VDC RayMarine Axiom Pro 12 S

The device powered on and displayed its location. Good condition.



Antennas:

Well attached when sighted from deck level. The VHF antenna was exercised. Good condition.

Autopilot:

None sighted.

Radar:

None sighted.

AIS:

None sighted.

Depth Sounder:

Displayed on the MFD.

Joystick:

Ilmor joystick. This device appropriately maneuvered the vessel in all directions, and its anchor lock function appropriately held the vessel. Good condition.

SAFETY EQUIPMENT

Wearable Personal Floatation Devices [PFD] (33 CFR § 175):

8x Type II USCG Approved PFDs

No tears were sighted. Good condition. It is recommended that an appropriate PFD be provided for both the person and the activity.

Throwable Personal Flotation Devices (33 CFR § 175):

1x Cushion Type IV USCG Approved Throwable PFD. Good condition. No tears are sighted.

Fire Extinguishers (33 CFR § 175.320):

1x Kiddie 5-B:C Dry Chemical fire extinguisher was found at the helm. Dated 2024

1x Kiddie 5-B:C Dry Chemical fire extinguisher was found at the cabin. Dated 2018

Fire extinguishers were secured, nozzles unobstructed, and the gauge was in the green zone.

Serviceable where sighted.

Fixed Fire System [A]:

Fireboy canister in engine compartment with control panel at helm and manual activation aft of helm, model inaccessible. No faults were found with the control panel.

No current inspection tag was found on the canister.

Consult a fire specialist and properly inspect per ABYC A-4.

Smoke/Carbon Monoxide Detectors:

1x FireBoy Xintex CO alarm in the cabin. Test sounded.

FireBoy Xintex Fume detector was present in the engine compartment. Its panel showed no faults.

Visual Distress Signals (33 CFR 175.101):

3x Orion Hand Flares. Expiration Aug 2027

Sound Producing Devices (33 CFR 83):

Whistle present. 12VDC horn sounded.

Navigation Lights (33 CFR 83):

All navigation lights illuminated.

Highwater Bilge Alarm:

Reported as recently replaced. The switch was of the enclosed type and was not tested, prove as needed.

Electric Bilge Pumping Systems:

1x 12VDC make-unsighted bilge pump was found secured in the aft bilge. Well plumbed where sighted. Powered on in the manual position.

1x 12VDC Rule 1100 GPH pump was found in the amidship bilge. Well plumbed where sighted. Powered on in the manual position.

Enclosed float switches provided the automatic function of the bilge pumps, and this were not tested. Prove as needed.

Good condition.

Manual Bilge Pumping Systems:

Bucket.

Ditch Bag:

None sighted. Highly recommended depending on activity (i.e., coastal/offshore).

EPIRB:

None sighted. Highly recommended depending on activity (i.e., coastal/offshore).

"Trash Disposal" Placard (33 CFR 151/155):

Present. Cabin.

"No Oil Discharge" Placard (33 CFR 151/155):

Present. Engine compartment.

UNDERWATER EQUIPMENT & HULL INSPECTION

Propeller:

4x Bravo Stainless Steel propellers, inscribed:

Forward Props- 15.8 x 22.5P LH

Aft Props- 14.3 X 22.5P RH

No hairline cracks or hard impact damage was sighted. True when sighted by eye. No excess slop or stiffness was noted. Fair condition. Well secure.

Keel:

A part of the hull's layup. The keel showed no abnormal percussions or elevated conductivity readings were sighted.

No grounding-like damage was sighted. Good condition.

Seacock(s)/Thru-Hull(s):

Stainless steel on hull sides / marelon anchor locker drain. Naval bronze on wetted surfaces. Unobstructed and secure where sighted. Good condition

Hull Transducers:

Securely mounted where sighted.

Underwater Lights:

Twin aft underwater lights. Powered on and illuminated. Good condition.

Sacrificial Anodes:

Trim cylinder, gear housing, and propeller shaft cone anode present.

All anodes were about 20% wasted, replace when ~50% wasted per marine standards.

Osmotic Hull Blisters:

No osmotic hull blisters were sighted.

Trim Tabs:

12VDC Bennett electrohydraulic trim tabs. Appropriately tilted the vessel up and down—serviceable where sighted. Good condition.

Bottom Condition:

White gelcoat bottom. No abnormal percussions were sighted on the bottom of the hull.

Good condition. Please note that the areas obstructed by the forks/bunks preclude inspection.

FINDINGS AND RECOMMENDATIONS

The Findings & Recommendations section is only one section of the Survey Report. If received independently, this section should not be mistaken as this vessel's full Survey Report. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could endanger personnel and/or the vessel's safe operating condition. They may also violate U.S.C.G. Regulations or ABYC Voluntary Safety Standards & Recommended Practices.



Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected soon to maintain and adhere to specific codes, regulations, standards, or recommended practices (and safety in some cases) and to help the vessel retain its value.


Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS" are lower-priority or cosmetic findings that should be addressed by good marine maintenance practices and, in some cases, as a desired upgrade.

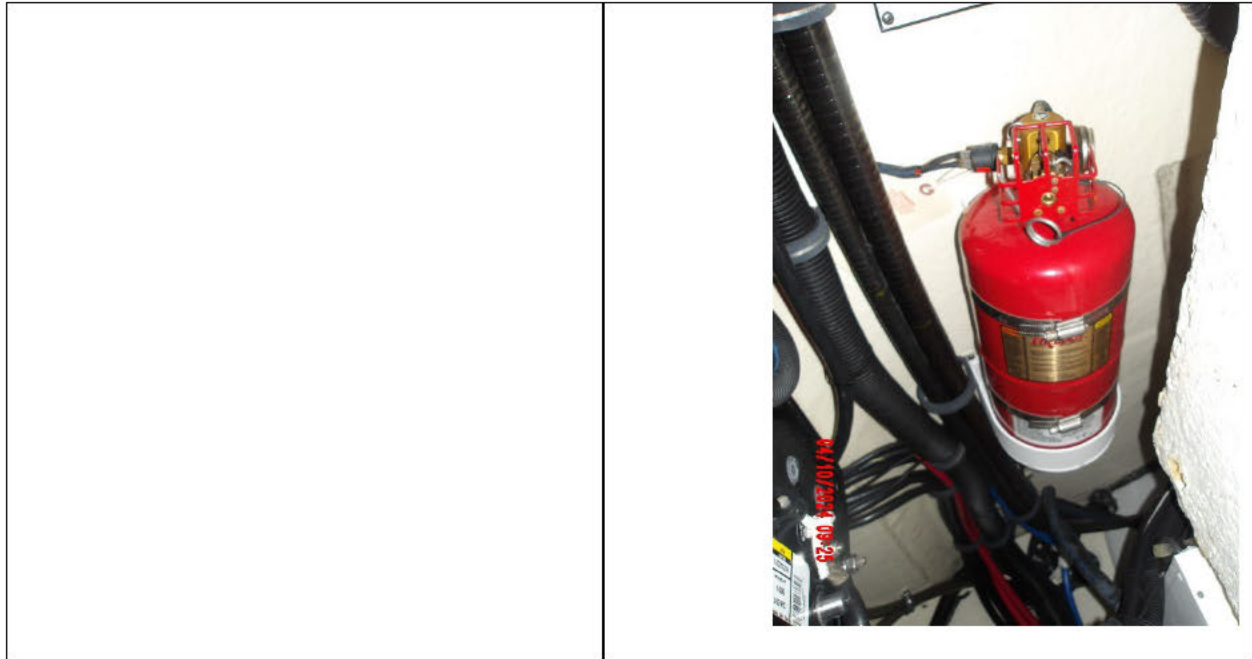
Deficiencies will be listed under the appropriate heading:


- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS



[A] FIRST PRIORITY/SAFETY FINDINGS

FINDING	RECOMMENDATION
<p>1. The official number was not permanently displayed.</p>	<p>Permanently display per 46 CFR 181.</p> 
<p>2. Leaking was sighted at the starboard engine's raw water pump. Increased corrosion is present at the pulley and the pump.</p>	<p>It is recommended to investigate further and repair/replace as needed. Clean corrosion as needed.</p> 
<p>3. Water intrusion was noted at the locker forward of the cockpit's sink. Estimated</p>	<p>Clean/dry water.</p> <p>Investigate the cause of the water and address it as needed.</p>


<p>at 6-8 fluid ounces, no active leaks sighted.</p> <p>Seller reports recent washing of the vessel.</p>	
<p>4. Batteries were found with exposed ungrounded studs.</p>	<p>Covered per 33 CFR 183.445 (i.e, boots).</p> 
<p>5. No current inspection tag was found on the fixed fire system's canister.</p>	<p>Consult a fire specialist and properly inspect per</p> <p>ABYC A-4.</p>



[B] SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION	
FINDING	RECOMMENDATION
<p>1. The drop-down platform showed elevated conductivity* readings with historical hardware holes** present.</p> <p>Stress cracking*** was found in the molded mounts of the swim platform / drop-down platform connection point.</p> <p>Please note that no abnormal percussions were found.</p>	<p>Fill hardware holes and monitor stress cracking / moisture readings.</p> <p style="text-align: right;">*</p> <div style="text-align: center;">  </div> <p style="text-align: right;">**</p>

	 <p style="text-align: right;">***</p> 
2. The head's faucet did not turn off appropriately.	Investigate further and repair or replace as needed.
3. No amps were displayed at the battery charger when the unit was powered on.	Investigate further and repair or replace as needed.
4. Corrosion was sighted at the prongs of the shore power inlet.	Investigate further and clean corrosion off or replace as needed.



[C] SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS	
FINDING	RECOMMENDATION
1. Coolant was found below the max fill line on the Starboard engine. Coolant was found above the max fill line on the port engine.	Confirm the appropriate amount of coolant and adjust as needed.
2. Molding was found detached in the locker forward of the cockpit's sink.	Refasten the molding. <div style="text-align: right;">  </div>

3. No radio check was relayed to the VHF at the helm.	Perform another radio check and address as needed.
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CONDITION & VALUATION SUMMARY

Condition:

The Surveyor's experience develops an opinion of the OVERALL VESSEL RATING OF CONDITION after the Survey has been completed and the findings have been organized logically.

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

The following is based on the BUCValuPro's Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION" refers to 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" requires little additional work and is normally equipped for her size.

"FAIR CONDITION" requires increased maintenance to prepare for a sale.

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

"RESTORABLE CONDITION": Enough hull and engine exist to restore the boat to a usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion of the vessel's condition is:

ABOVE AVERAGE

Statement of Valuation:

PROPERTY INTEREST APPRAISED

For the purpose of this report, the vessel is assumed to be correctly registered and to have a clear history of ownership and title. Any issues regarding the chain of ownership, clear title, or outstanding liens would significantly affect the opinion of the vessel as to its fair market value.

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 is 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 terms of financial arrangements comparable to it; 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.

APPRAISAL METHODOLOGY:

The following valuation method was used to obtain the FAIR MARKET VALUE of the vessel:

BUCValuPro and current listings.

BUCValuPro values a Formula F330- CBR with Inboard/Outboard configuration in BUC (Average) Condition at \$246,000 - \$270,500 USD. No BUCValuPro Ilmor values were found listed, so a similar MerCruiser engine selection will be used.

Average Value of the BUCValuPro Range: \$258,250 USD

Next, similarly equipped vessels were found through online research. Listings were viewed at Yachtworld.com, BoatTrader.com, and Boats.com. The current listings were assumed to be in "Average" condition.

Vessel / Location	Listed Price
2020 Formula F330 CBR Austin, TX (Yachtworld)	\$299,995 USD
2020 Formula F330 CBR Glen Cove, NY (Yachtworld)	\$325,000 USD
2020 Formula F330 CBR Lindenhurst, NY (BoatTrader)	\$439,000 USD
2020 Formula F330 CBR Boca Raton, FL (Boats)	\$294,900 USD

The Listed Prices were then averaged with the BUCValuPro's Average Value.

Average Comparison Sale Value: [REDACTED]

With the differences in the subject vessel being "Above Average," it was determined that 10% should be added to the Average Comparison Sale value, which is based on BUCValuPro's condition grading method. The vessel was viewed in "Above Average" condition based on the <100 hours on the generator, <120 hours on the engines, and its care.

CONCLUSION:

After consideration of the reliability of the data, the extent of the necessary adjustments, and the condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

[REDACTED] USD

2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of similar make and equipment. The "ESTIMATED REPLACEMENT COST" was obtained from Manufacturer Data and is:

[REDACTED] USD

CLOSING

Summary:

Per the request for a Marine Survey of the 2020 Formula F330-CBR to evaluate its present condition and estimate its Fair Market Value and Replacement Cost, I submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned. Subject to the correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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 concerning the parties involved.

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

I have personally inspected the vessel that is the subject of this report.

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

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

It is only a statement of the vessel's condition during the survey.

Signed and Submitted on 4/17/2025

A handwritten signature in black ink, reading "David G. Hardy, Jr." in a cursive script.

David G. Hardy, Jr., SAMS-SA / Chapman Graduate / ABYC Certified

ATTACHMENTS



