Sun Coast Marine Surveying & Consulting

REPORT OF MARINE SURVEY

Pre-Purchase Condition & Value.
of the vessel
"Ricochet"
2006 Grady White 330 Express

PREPARED EXCLUSIVELY FOR:

Mr.

CONDUCTED BY:

J. Chet Stephens SA

on

February 16th, 2014

Sun Coast Marine Surveying & Consulting
"Serving All Of Florida"
888-734-7446

SURVEY REPORT TABLE OF CONTENTS

INTRODUCTION

REPORT INTRODUCTION COMMENTS:

At the request of Mr. , the prospective buyer of a Grady White 330, a 2006 33 foot power boat, I agreed to conduct a pre-purchase and valuation survey. I arrived at the vessel's location on February 16th, 2014 at 9:15 AM. The broker Shane Strause arrived at 10:00 AM. The vessel was located at Snake Creek Marina at 85401 Overseas Hwy Islamorada, FL. The survey was conducted from 9:15 AM to 3:30 PM.

The weather on the day of the survey was warm with sunny skies. Moisture readings were taken of the vessel with a calibrated Model GRP 33 Marine Moisture Meter.

DC power was made available during the survey to the vessel. AC power was available from the ships shore power in addition to the vessels onboard generator. The vessel's twin gasoline outboard engines were started and operated during the sea trial.

During a vessel's survey the mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code (USC), Title 33, and Title 46, Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and the National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey. Findings in the summary pages of this survey reflect conditions observed at the time of survey.

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DEFINITION OF TERMS

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

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

FIT FOR INTENDED SERVICE - Service for which is intended by Survey Purchaser (present or prospective owner).

ADEQUATE - Sufficient for a specific requirement.

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

EXCELLENT CONDITION - New or like new.

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

AVERAGE CONDITION - Denotes that the system, component, or item is functional as is with minor repairs.

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

USE OF *- Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item or the use of the text colors red, blue , and green.

SURVEY SCOPE & GENERAL INFORMATION

SCOPE OF SURVEY

Report File No:	14-0016 2006 Grady White 330.
Date/Time of Survey:	February 16th, 2014 From 9:15 AM to 3:30 PM.
Date of Written Report:	February 18th, 2014.
Conducted By:	J. Chet Stephens SA.
Requested by:	This survey was performed at the request of the purchaser, , who was not present at the time of the survey.
Purpose of Survey:	Assess the overall condition and value of vessel for pre-purchase decision making.
Intended Use:	Pleasure- Coastal Cruising.
Vessel Surveyed At:	Snake Creek Marina 85401 Overseas HWY Islamorada, FL 33036.
Weather Conditions:	Clear & dry.
How Survey Conducted:	The vessel was surveyed both while afloat & hauled out of the water.
Sea trail:	A sea trial was performed as part of this survey. The results are included in the Sea Trail section.
Electrical Systems Checked:	AC shore power was used to check AC electrical systems. DC power was used to check DC electrical systems.
Moisture Checks:	The calibrated Electrophysics moisture meter, Model GRP33 was used for moisture readings referenced in this report.
Surveyor Qualification:	The surveyor is a member of SAMS (Society of Accredited Marine Surveyors), and a Certified Standards Technician with ABYC (American Boat and Yacht Council)

VESSEL CONDITION & VALUE

Condition Rating:	**ABOVE AVERAGE CONDITION**.
Estimated Fair Market Value:	**$139,500.00** Hull **$ 15,500.00** Motors **$155,000.00 Total.**
Estimated Replacement Cost:	**$224,500.00** Hull **$ 30,000.00** Motors **$254,500.00 Total.**
NOTE:	*The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.*

SURVEY REQUESTED BY

Client Name:
Street Address:
City/State/Zip:
Business phone:
Cellular Phone:
Residence phone:

VESSEL INFORMATION

Vessel Yr/Make/Model:	2006 Grady White 330 Express.

Vessel Name:

Ricochet.

Hailing port: Islamorada, FL.

Hull ID Number Verification:

State validation sticker:

Current.

Manufacturer/Builder: Grady White Boats Inc., Greenville, NC.

Documented use: Recreational.

VESSEL SPECIFICATIONS

Type: Fiberglass, Planing, Modified Vee hull, Sport Fisherman.

Length overall (L.O.A.): 33'6", per BUC Research.

Beam: 11'7", per BUC Research.

Draft: 1'9", per BUC Research.

Displacement: 10,000 LBS, per BUC Research.

SURVEY STANDARDS

Standards Followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.*

SURVEY INSPECTION COMMENTS

Comments:

- *All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. If a component is not identified in this report, it was not inspected.*
- *"Priority I Recommendations" are related to Safety & Regulatory findings and are listed in RED in the report.*
- *"Priority II Recommendations" are related to Maintenance & Standards findings and are listed in BLUE in the report.*
- *"Other Recommendations" are findings that are relatively minor in nature and are listed in GREEN in the report.*
- *It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.*

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR

Construction Material:

Fiberglass, with white gel coat surface.

Stem:

Solid, no cracks on external inspection. Moisture readings relatively Dry.

Stem thru hull fittings:

Bow eye for trailering is well secured thru stem.

Side thru hull fittings:

Stainless steel mushroom used for Cockpit/Deck drains, Bilge/Sump drains, Sink drains, A/C discharge drain(s), Chain/Rope locker drain, Generator exhaust, Vents also sighted for: Fuel vent, Water tank vent, Waste tank vent, All thru hull fittings are adequately secured and sealed to hull.

Rub Rail:

Rub rail is stainless steel on black plastic backing, Rub rail is in excellent condition. No gouges or dents in rail.

Engine vents:

Vents are attached and in good condition- no cracks sighted.

Transom:

Conventional transom, Well secured, no cracks or defects sighted. Moisture readings were relatively Dry. No delamination when checked with a percussion hammer.

Transom thru hull fittings:

Stainless steel mushroom head fittings used for; Cockpit/Deck drains, trailer eyes. All thru hull fittings are adequately secured and sealed to transom.

Boarding ladder:

The boarding ladder is stainless steel that is mounted rubber coated metal .

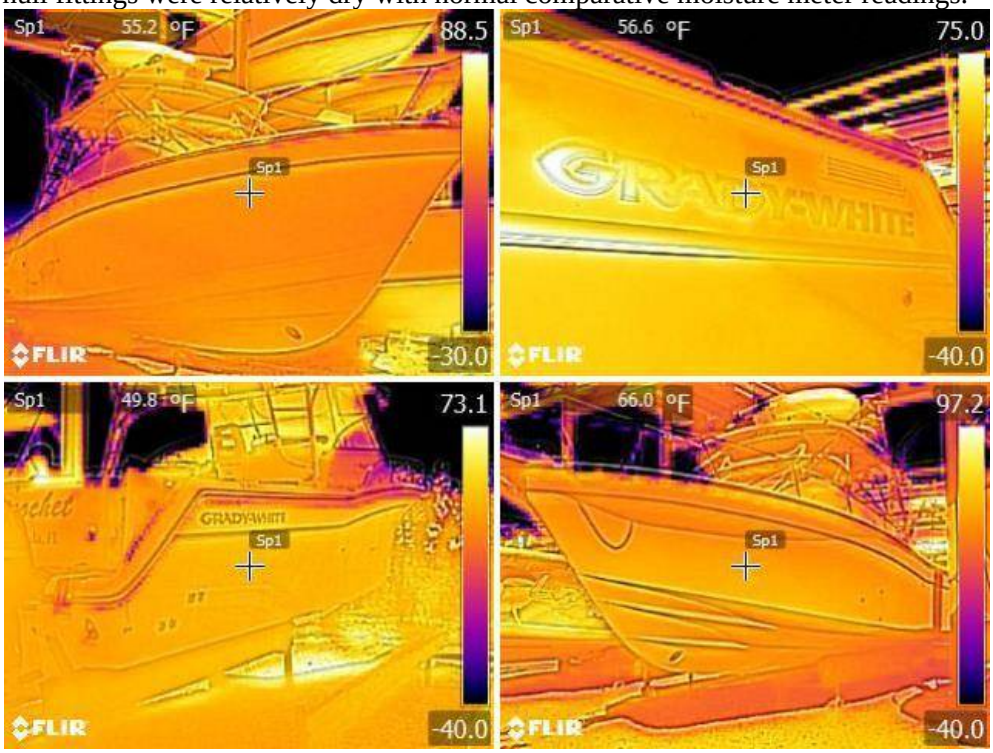
Hull Cosmetics:

Hull cosmetics are in good condition-minor nicks and scratches. Vinyl stripe damage on the starboard side.

Moisture/Delamination:

All moisture meter readings on side hull near the water line and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.

Thermal Images



No anomalies were sighted when scanned using a calibrated FLIR thermal camera.

Condition Summary: Good Condition.

HULL BOTTOM

Construction Material:




Fiberglass, some gelcoat damage to the bottom running fore and aft.

Bottom paint: Bottom is not coated with anti-fouling bottom paint.

Osmotic blistering: NO evidence of blisters was found on hull bottom during bottom inspection.

Blister Comments: *Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after vessel has been in water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Recommend full inspection for blisters immediately after haul-out and power wash. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.*

Moisture/Delamination:

All moisture meter readings were relatively dry.

Grounding damage:

Grounding damage sighted below the stem running aft approximately 3 feet in length. Gelcoat is gone and exposed fiberglass is visible.

Strainers/Scoops/Screens:

All strainers/screens are well secured to hull bottom. Clear of debris & zebra mussels.

Transducers:

Transducers for speed and depth are adequately sealed and bonded to the hull.

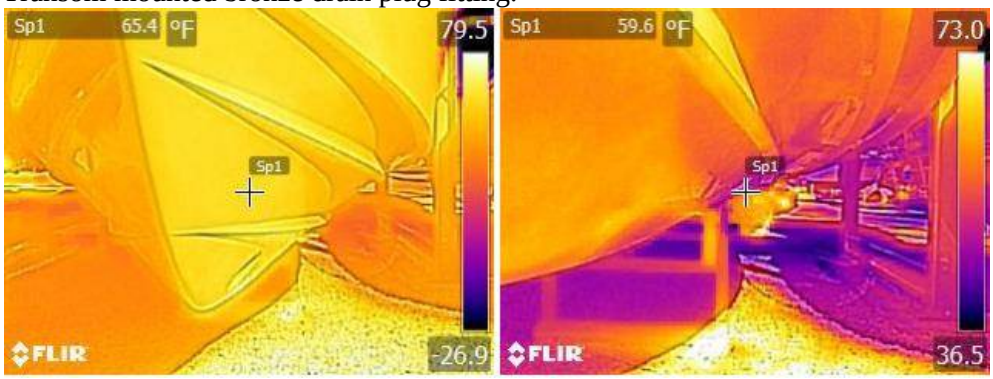
Thru Hull fittings:

Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.

External drain plugs:

Transom mounted bronze drain plug fitting.

Thermal Imagine



No anomalies were sighted when scanned using a FLIR thermal camera.

Condition summary: Average Condition.

Findings:	**Recommendations:**
Slight grounding damage on the bottom.	Have a qualified fiberglass technician repair gelcoat

damage.

TRIM TABS, STABILIZERS AND THRUSTER SYSTEMS

Trim tabs:

Bennett single ram hydraulic trim tabs. Hydraulic, Power up and function OK. No leaks sighted. Power up and function OK from upper and lower helm.

Bow thruster(s):

Vetus bow thrusters, 6 blades all in good condition. Unit powered up and functioned properly during the sea trial.

Condition summary: Good Condition.

ANODES

Other Notes: *Monitor all anodes frequently and replace when they are no more than 50% wasted. Anodes are normal replacement items designed to protect the running gear from electrolysis. Keep spares aboard vessel.*

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to Deck Joint:

Overlap (Shoe box type), Fasteners sighted were stainless steel bolts spaced approximately 6" to 8". Appear secure. as sighted in anchor locker No leaks sighted thru any part of hull to deck joint area

Bilge(s): Clean and dry. *NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water or anything else that could be causing trouble.*

Stringers: Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and under cabin sole and are well glassed into hull where sighted. Stringers sounded with hammer where accessible and appeared very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with Moisture meter where accessible and all readings were relatively Dry.

Bulkheads: Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.

Stem: Solid stem, no cracks or separation sighted inside.

Inside of Transom: Reinforced. Secure-no cracks or separation sighted.

Condition summary: Good Condition.

ALL THRU HULL FITTINGS

Sea Valves:

Marelon seacock ball valve(s) installed.

Sea valves used for: Air Conditioner(s) raw water intake(s), Generator raw water intake, Head raw water flush intake. Sink drain, Toilet discharge(s), Raw water wash down inlet.

Sea Valve Condition: Sea valves are all functional.

Sea strainers:

Internal strainer(s) installed for generator raw water, air conditioner raw water pickup, Sea strainer is clear of debris.

Transducers:

Depth transducer installed in area.

Drain Plug:

Drain plug is not installed. Be sure to install drain plug before launching vessel.

Condition Summary:

All sea valves in like good condition and all valves are operable. *Note: Tapered wooden plugs tied to sea valves are an inexpensive safety item and highly recommended under current ABYC standards.*

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Surface:

Molded, cored fiberglass deck construction (core not sampled). White gel coat with molded in non skid fiberglass surface. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.

Moisture/Delamination:

Moisture meter readings were all relatively Dry. No delamination or soft spots discovered.

Toe Rail(s):

Molded in, no cracks or separation sighted.

Anchor platform:

Integrally molded FRP platform with attached anchor roller assembly. Well secured-no cracks sighted.

Anchor/chain locker:

Yes accessed from top deck with hatch lock. Functional.

Windlass:

Lewmar, Pro Series 1000 Helm and foot controls for raising or lowering anchor are both fully functional.

Bow Pulpit/Rail:

Stainless steel, Well secured.

Stanchions/Side Rail(s): Stainless steel, well secured.

Cleats & Fairleads:


Horn cleats are all well secured to deck and functional.

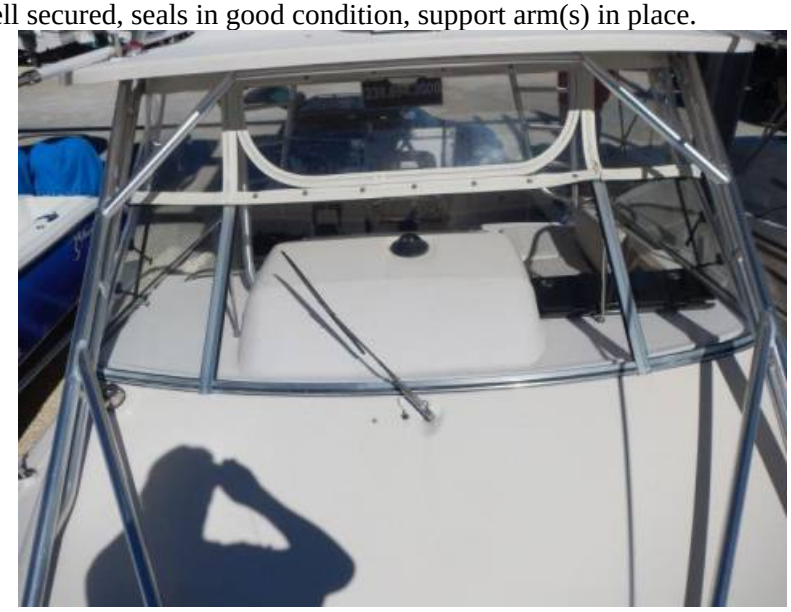
Joinery Stress: None noted.

Cabin (house) to Deck Joint: Molded in -- no stress cracks noted.

Deck Hatches:


Yes, well secured, seals in good condition, support arm(s) in place.

Windshield:



Large three piece aluminum framed with tapered side panels.

Scuppers/deck drain(s):

Yes. Drains are clear, hoses secure and drains overboard.

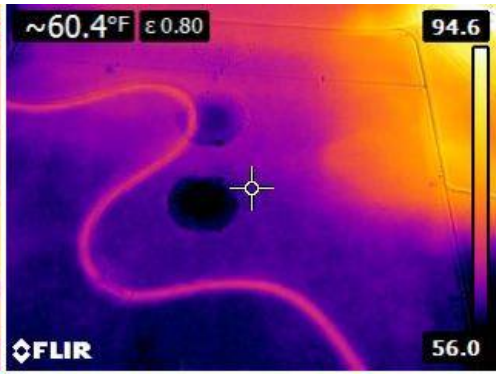
Grab rail(s):

Sides of cabin top, Grab rail is stainless steel.

Transom shower:

Yes, not tested-no water in tank.

Thermal Imaging



No thermal anomalies were sighted on the decks using a FLIR thermal camera.

Condition Summary:

Good Condition.

BRIDGE DECK / COCKPIT

Cockpit & Helm Seating

Single adjustable helm seat. Seating Configuration: The starboard and port sides have an L shaped seating arrangement with an aft deck removable seating bench.

Sole:

FRP (fiber reinforced plastic) with molded in non skid.

Storage:



Two side cockpit storage lockers. Under most cockpit seating areas.

Top/superstructure: FRP hard top that is well secured.

Moisture/Delamination: All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings.

Condition Summary: Good Condition.

FLYBRIDGE

Construction material:

Stainless steel frame with FRP sole and top. Well secured with screws at base.

Helm station:

Entrance from the starboard steps.

Seating:

Large bench seat. Corner of the bench on the starboard side has cracked vinyl.

Condition summary: Good Condition.

Findings:	Recommendations:
Flybridge bench seat has cracked vinyl.	Have upholstery technician repair cracks.

FISHING EQUIPMENT

FISHING GEAR

Outriggers:

Lee Pro Series 24' stainless steel outriggers. Rigs appear to be functional.

Live bait wells:

Live well pump powered up and functioned. Capacity unknown.

Rod Holders:

Holders on the flybridge and the on the main deck gunnels.

Lure/Tackle storage:

Ample storage in the cockpit.

Wash Down System:

Raw water and fresh water wash down. No water in the tank but unit powered up using raw water.

Cleaning station:

Sink with pressure water.

Condition summary: Good Condition.

Transom Underwater LED Lights

Blue and clear lights. All operational.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm Station:

Electronics mounted on cockpit bulkhead.

Compass(es):

4" Ritchie, Powerdamp, mounted on cockpit bulkhead, Appears functional.

VHF Radio(s):

ICOM IC M-502 at the main helm and an ICOM M-402S on the flybridge. Both units powered up and sent and received communication.

Autopilot(s):

SIMRAD AP16 on the main helm with a SIMRAD R3000X remote on the flybridge. Both units powered up and functioned during the sea trial.

GPS:

Furuno FD 30 GPS on the flybridge serves as a back up GPS.

Fish finder(s):

Furuno FCV-582L at the main helm. Unit powers up and functioned during sea trial.

Chart Plotter(s):

Northstar 6000 on the main helm and Garmin GPS Map 4210 on the flybridge. Units powered up and operated during the sea trial.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and Shift Controls:

Yamaha 704 Remote controls at both helms.

Engine Status:

All engine instruments are Yamaha digital multi functional gauges. Gauges functioned properly with all engine status information being displayed. (Photo's were not taken of the gauges powered up as they do not photograph well in the sunlight.)

Hour Meter(s): Port: 794.1 Hours
Starboard: 800.5 Hours.

Condition Summary: Good Condition.

OTHER ELECTRONICS AND CONTROLS

Antenna(s):


VHF, Radar, GPS.

Bilge pump switches:

Two bilge pump switches-- all power up bilge pumps.

Courtesy lights:


Functional.

Emergency Shutdown:

Emergency shutdown with lanyard available at helm position.

Trim Tabs:

Trim tabs switches are operational and no leaks sighted.

Thrusters:

Vetus.

Windlass control:

Helm controlled switch is functional.

Windshield wiper(s):

One Wiper- Powers up.

Condition summary: Good Condition.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style:


Traditional, Composite bulkhead material. Well secured. Clean and unmarred.

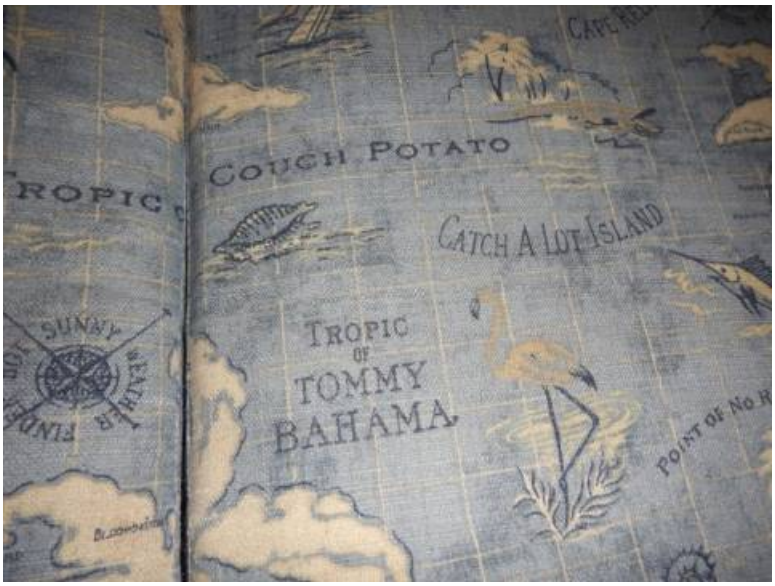
Sole:

Teak & holly cabin sole installed and is in good condition. Throw rugs have been placed in heavy traffic areas.

Bulkheads: Composite bulkheads.

Water intrusion signs: No evidence sighted.

Seat Cushions:

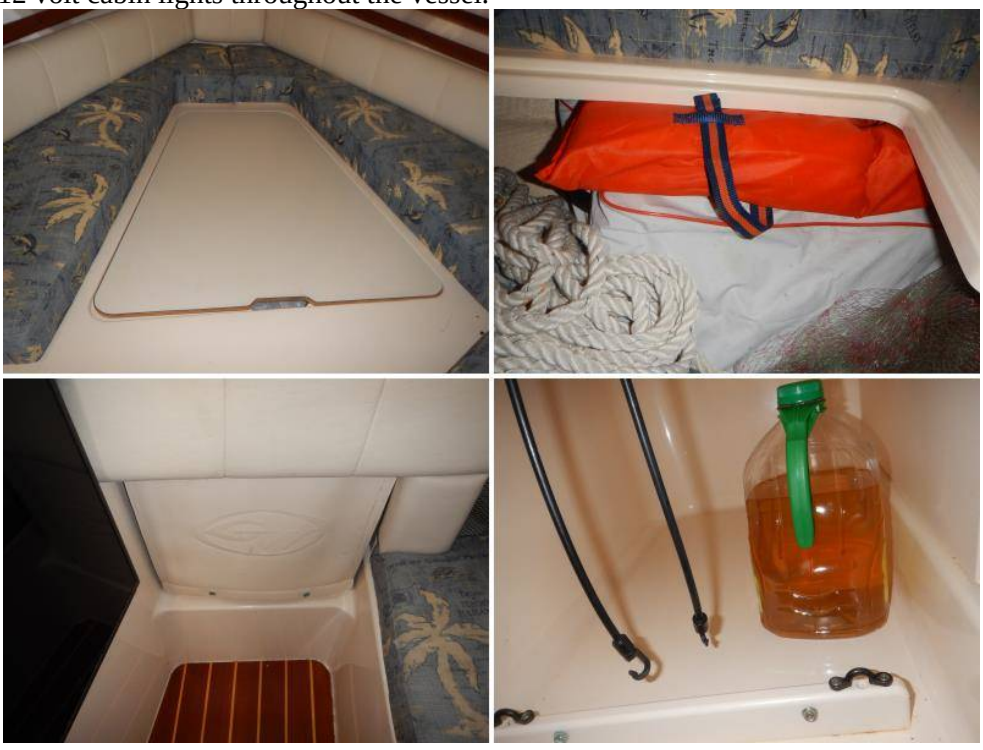


Cloth covered Tommy Bahama upgraded interior.

Light fixtures:

12 volt cabin lights throughout the vessel.

Storage:



Storage under seats, hanging locker(s) In floor storage compartments.

Condition: Interior is in overall excellent condition.

ENTERTAINMENT ELECTRONICS

Stereo(s):

Main salon: Kenwood model KDC 2006 AM/FM/CD with satellite radio capability. Unit powered up when tested.

Speaker(s):

In Cockpit: JL Audio, All speakers powered up OK with the stereo. Sub Woofer powers up OK.

Television:


Cuddy cabin: Sharp Aquos, Unit is built in and well secured. Powers up.

DVD player(s):

Cuddy cabin: Sharp model Powers up.

GALLEY

Location:

Port side with Formica type surface counter top.

Stove:

Kenyon, two burner, with Ceramic glass cooktop, electric. Unit powered up.

Refrigeration:

Upright, Isotherm Ice box available, Door safety lock is installed and functional.

Water system:
Pressurized hot and cold.

Sink(s):

Single stainless steel deep well.

Microwave:


Tappan, built into cabinet, well secured.

Storage:




Good. Cabinets above and drawers and storage areas below the galley.

DINETTE

Table type:


Cherry, Excellent condition.

Seating:

U-shaped seating around table.

BERTHS / STATEROOMS

Berths:


Two, V-berth sleeps two, Mid cabin/aft berth sleeps two.

HEAD(S)

Number/Location:




One head on Starboard side of cuddy.

Toilet(s):


VacuFlush system, Powers up. No leaks sighted.

Raw Water Supply:

Raw water intake thru bronze seacock. Hose secure.

Sink:

Solid surface Hot & Cold pressure water fixture at sink. Drains to sump tank.

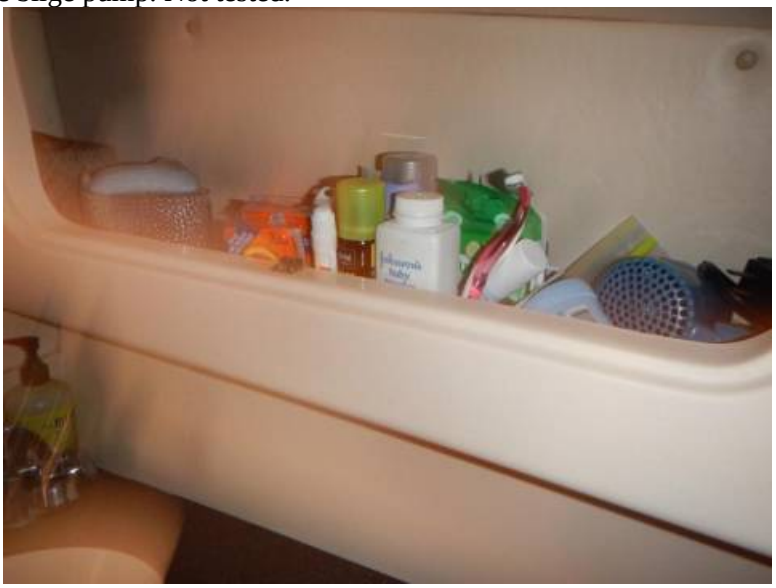
Shower(s):

Handheld fixture, Stand up stall.

Vent Fan: Functional.

Shower Pump: Pump powers up. Located in sump tank with auto float and Rule 800 GPH automatic bilge pump. Not tested.

Medicine Cabinet:



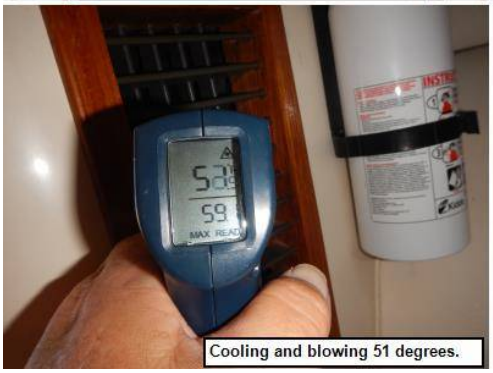
Yes available and fully functional.

AIR CONDITIONING

Manufacturer & Type: Marine Air Systems, 110 volt - reverse cycle.

Locations / BTU Capacity: Main salon- BTU:12,000.

Temp Controls:


Cooling and blowing 51 degrees.


Reversed and heating temp rising.

Digital temperature controls.

Thru hull strainer: Strainer located at A/C raw water pump inlet seacock. Strainer is clear. Hoses are clamped and secure on all fittings sighted.

Raw Water Cooling Pump:

110 Volt pump functioned well when testing A/C units.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage System: 12 Volt system.

Primary Batteries:

There are four batteries located in the side cockpit locker that are Group 27 Lead acid which provide service to the main engine(s) plus house electrical and are wired in parallel producing 12 volts. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers. All four batteries were charged.

Battery Selector Switch:

Yes Rotary switch is functional. NOTE: *Recommend alternating use of battery one and two when using vessel. Only use the battery switch All position if both batteries are low or when charging with battery charger/alternator.*

Battery monitor: Switched digital gauge to test battery condition.

Charging System:

Both engine alternators, plus the battery charger is a, -- Guest ChargePro, Charger is ignition protected. Functional.

Distribution Panel:

Yes located in main salon, combined with AC Power panel.

Breaker(s)/Fuse(s): All D.C. circuits are adequately protected by branch breakers.

Connectors: Ring spade or crimp on connectors sighted for wiring connections.

Terminal strip(s)/block(s): Yes -- spark protection has been provided.

D.C. usage meter(s): Digital type.

D.C. wiring: All wiring runs are properly secured every 18" per ABYC E-11 recommendations.

DC Electrical ground: DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

Other notes: *Note: For 12 volt systems, a fully charged battery reads 12.7 Volts, 75% charged battery reads 12.4 Volts, 50% charged battery reads 12.2 Volts, 25% charged battery reads 12.0 Volts and a discharged battery reads 11.9 Volts or less. Check battery condition frequently.*

Condition summary: Good Condition.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage System:

30 Amp - 120 Volt system. Shore Power: One inlet provided by Marinco 30 Amp capacity located on transom

Shore power cord(s): Marinco, Two 30 AMP, 50' length, Cord(s) appear serviceable with no burnt or corroded fittings & cord shows no cracks.

Shore power breaker:

Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.

A.C. Power Selector Switch:

AC / Generator manual break/make lever switch located in main AC panel.

Distribution Panel(s):

Yes combined with DC power panel.

Branch Breakers: All A.C. circuits are adequately protected by branch breakers.

Reverse polarity indicator: Functional and outlets tested OK for proper polarity.

GFCI Protection:

GFCI equipped 110V outlets have been installed in all wet locations. GFCI trips properly when tested in galley and head locations.

A.C. Meter(s): Digital type.

Wire Type: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.

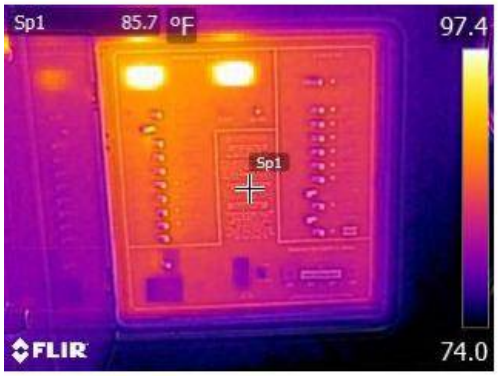
Wiring Secured: Yes all wiring secured every 18" per ABYC and NFPA recommendations.

Wire Terminations: A.C. wiring is properly terminated. No wire nuts or loose connections sighted.

Anti-Chafe Protection: Yes sighted at all compartment pass thru locations.

A.C. Electrical Ground: A.C. electrical system is properly tied into vessels electrical ground system using the engines as a common ground.

Thermal Imaging



No anomalies were sighted when scanned with a FLIR thermal camera.

Condition summary: Good Condition.

GENERATOR

Location/Manufacturer:

Below cockpit sole. Fischer Panda, Diesel.

Serial number:	Not sighted on unit.
Kilowatt/Voltage rating:	4 KW.
Hour meter:	Not sighted.
Generator test:	Will be operated at sea trial.
Type of installation:	In enclosed box.
Fuel supply lines:	USCG A1 flex.
Engine mounts and beds:	Engine mounts appear to be well secured to the support mounting.
Engine ground cable:	Generator is properly grounded with a proper size conductor cable.
Ventilation:	Blower and natural.
Condition summary:	Good Condition.

GROUND/BONDING SYSTEM

Main Bonding Conductor:	Twin engines are properly connected to each other by a common conductor circuit. The remaining ground/bonding system is well established where sighted; Electrical system, Seacocks, Shaft logs, Rudders, Sea Strainers, Pumps, Fuel system/tanks, Hull Zincs were all bonded. The bonding system is using individual green insulated wire or copper strips.
Generator set(s) :	Generator engine ground bus.
Through-Hull(s) Connected:	Yes.
Trim tabs connected:	Yes.
Condition Summary:	Good Condition.

OUTBOARD PROPULSION SYSTEM

OUTBOARD ENGINE(S)

No./Type/Cylinders

Two, Yamaha, Outboard, Four Stroke Gasoline, V6 250 HP.

Serial No(s):

Port Engine: **1001082**
Starboard Engine: **1004632.**

Engine(s) Hours: **Port: 794.1 HOURS**
Starboard: 800.5 HOURS.

Hoses and Clamps:


Good condition-No cracks sighted.

Cooling System(s): Raw water intake through lower outboard unit circulated through engine and combined with engine exhaust and routed through the outboard prop. Raw water intakes are clear of debris and mussels.

Oil Level and Condition:

Clean & full on dipstick for both engines.

Flame arrestor(s): Yes- USCG approved.

Fuel Supply Lines: USCG A1 flex.

Engine Mounts and Beds: Engine mounts appear to be well secured to the reinforced transom.

Engine Ground Cable: Engines are properly grounded together with a proper size conductor cable.

Tilt/trim/trailer function: Powers up & appears functional.

Hydraulic Lines: Hydraulic lines are secured and show no signs of leakage.

Gear Noise: Prop spins free with no gear noises heard.

Lube Oil Condition:


Port: Lower unit oil so low unable to get a reading when checked.
Starboard: Lower unit oil is milky in color indicating contaminated with water.
RECOMMENDATION: Seals or O-rings may be deteriorated. Have the drive pressure and vacuum tested by a qualified outdrive mechanic to determine if seals are leaking and the source of water intrusion. Repair as necessary.

Upper Housing(s): Sound-No corrosion sighted.

Lower Housing(s): Sound-No corrosion sighted.

Skeg Condition:


Good condition. No chipped or damaged areas sighted.

Anodes:


Good condition-remain serviceable. Monitor all anodes frequently and replace as necessary. Anodes are normal replacement items designed to protect the running gear from electrolysis. Keep spares aboard vessel.

Prop(s):

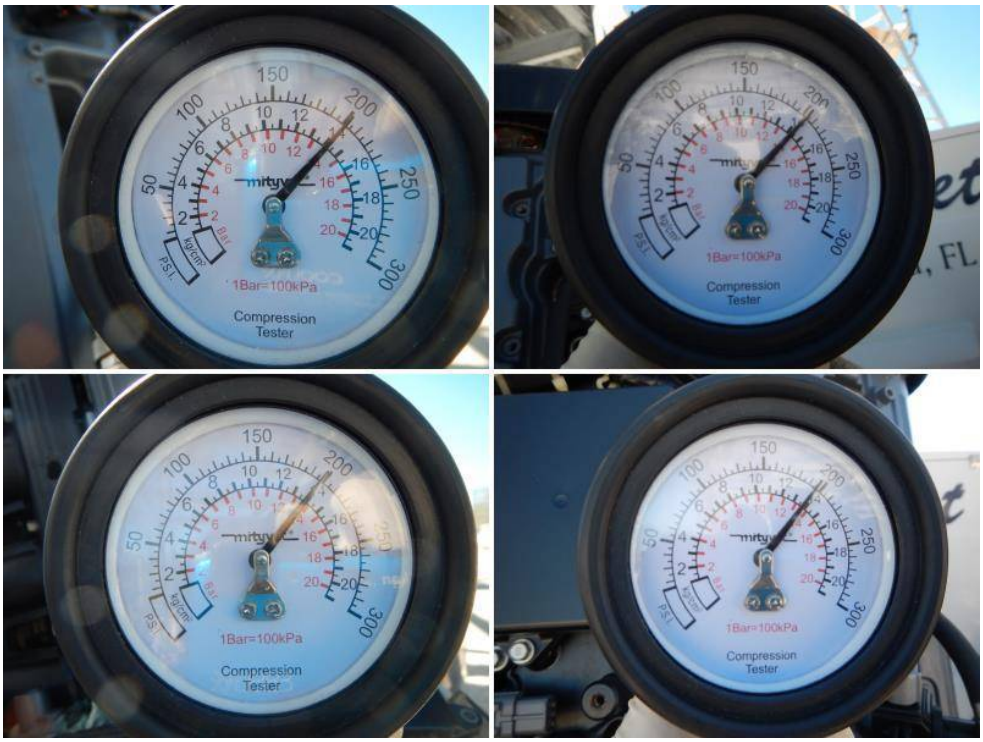

three blades, stainless steel. Size: 19 x 15 1/4 Prop is in good condition with no cracks, corrosion or bent, nicked or chipped blades. Prop nut secure.

Prop condition: Props are in good condition with no cracks, corrosion or bent, nicked or chipped blades.

Cowlings Good Condition.

Engine(s) operated: Yes on sea trial. See sea trial section for details. Engine(s) started with water supply muffs on outdrive.

Port Engine Compression Test:



Cylinders 1-4 all at 200 PSI.

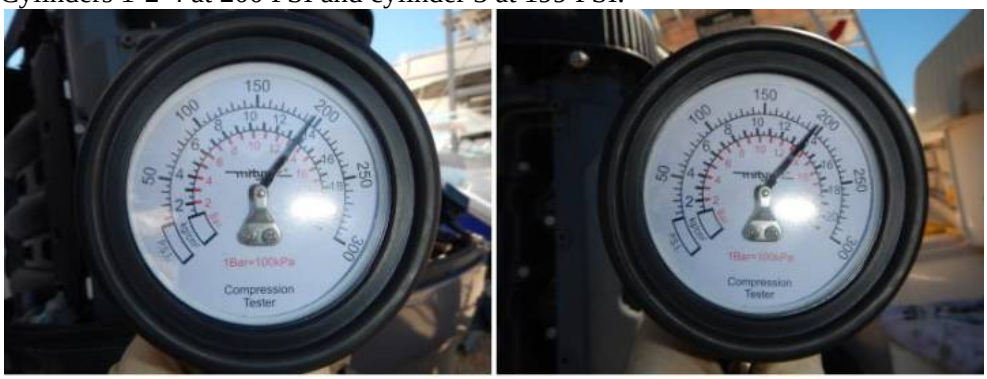
Port Engine Cyl 5-6:

Cylinders 5-6 at 200 PSI.

Starboard Engine Compression Test:

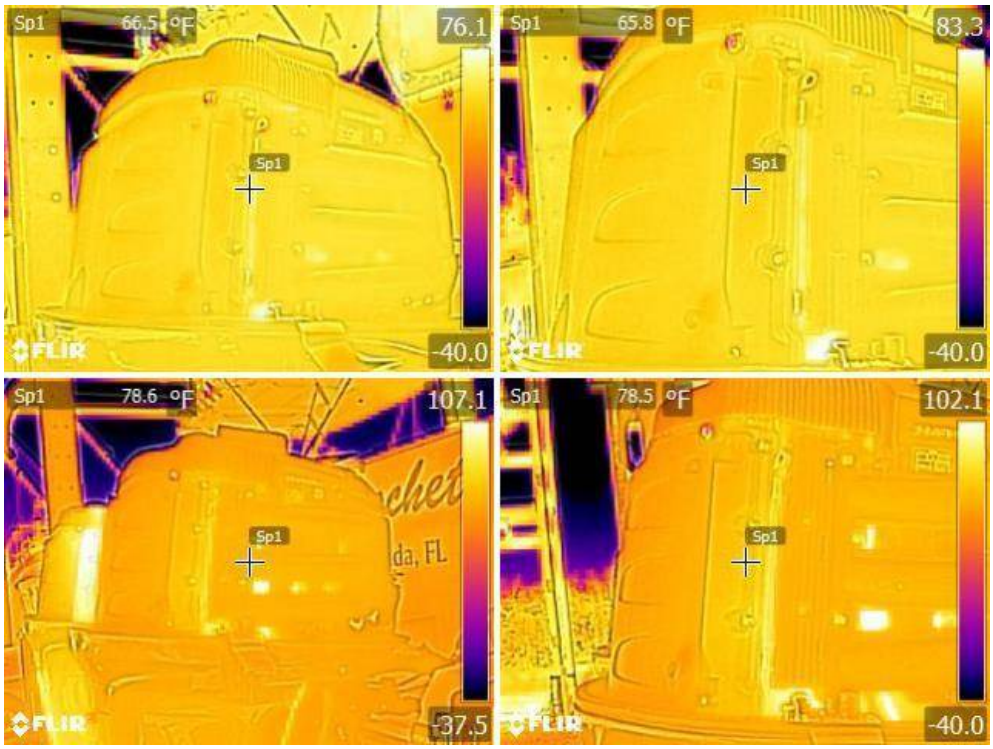
Cylinders 1-2-4 at 200 PSI and cylinder 3 at 199 PSI.

STBD Cyl 5-6:



Cylinders at 200 PSI.

Thermal Imaging:



No anomalies were sighted when scanned using a calibrated FLIR thermal camera.

Condition summary: Average Condition.

Damage sighted:

Starboard engine running while on fresh water flush out. Milky lower unit oil is seeping out of the unit.

Findings:	Recommendations:
Lower unit oil so low unable to get a reading when checked. Lower unit oil is milky in color indicating contaminated with water.	Seals or O-rings may be deteriorated. Have the drive pressure and vacuum tested by a qualified outdrive mechanic to determine if seals are leaking and the source of water intrusion. Repair as necessary.

STEERING SYSTEM

STEERING SYSTEM

Type:

Sea Star-Teleflex, Hydraulic lines and ram cylinder with attached rudder tiller on rudder stock.

Pressure/reservoir tank: Power steering fluid reservoir is Full.

Steering tie bar: A Latham stainless steel tie bar is used to connect the two TRS outdrive steering units. The bars are secure and appear to be functional.

Condition Summary: Good Condition.

TANKAGE

FUEL TANK(S)

No & Location: Three tanks, located under the cockpit sole.

Tank Type & Capacity: 350 gallons gas capacity total with both tanks - 5052 Aluminum.
12 gallons diesel capacity - 5052 Aluminum.

Manufacturer' s Label(s):

The USCG required label was sighted on fuel tanks.

Fuel Supply Lines: USCG A1 flex hose from tank to fuel pump. No cracks, soft spots or splitting sighted. Serviceable *NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years.(just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses ..... Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance.*

Shut Off Valve(s):

Ball valves at manifold are functional.

Vent line/location: Hose type, USCG A1 on hull sides.

Fill line(s) located:

Side decks, clearly marked for gasoline fuel per ABYC recommendations.

Fill Pipe & Condition: USCG Type A2 flex hose.

Fuel fill grounded: Fuel fills are properly grounded to the fuel tanks.

Tank(s) grounded:

Yes-Grounded properly.

Tank(s) secured: Yes straps with chafe protection.

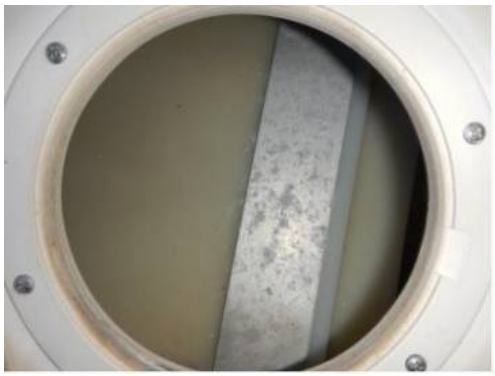
Tank(s) on flat surface: The bottoms of the tanks are adequately ventilated.

Inspection/cleaning access: Good.

Tank(s) Condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & Locations of Tank(s):



One tank located below the transom.

Tank(s) Type & Capacity: Plastic with a capacity of 44 gallons.
Tank(s) Secured: Yes.
Inspection/Cleaning Access: Good.
Tank(s) Condition: Visually good (where accessible)
Water Pump(s): 12 Volt, pump powers up and pressurizes the water lines. No leaks or pump cycling.
Vent(s) location(s): Transom.
Condition Summary: Good Condition.

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out.
No & Location of Tanks: One holding tank.
Tank(s) Type & Capacity: Plastic with an unknown capacity.
Tank Monitor System: Tank Watch system. Not tested.
Tank(s) Secured: Yes.
Tank(s) Condition: Visually good (where accessible)
Lines: Sanitation hose.
Discharge Line(s) Located: Deck pump out or overboard discharge thru an opened seacock.
Vent(s) Location(s): Side hull.
Vented loop(s):

Yes. Functional.
Condition Summary: Good Condition.

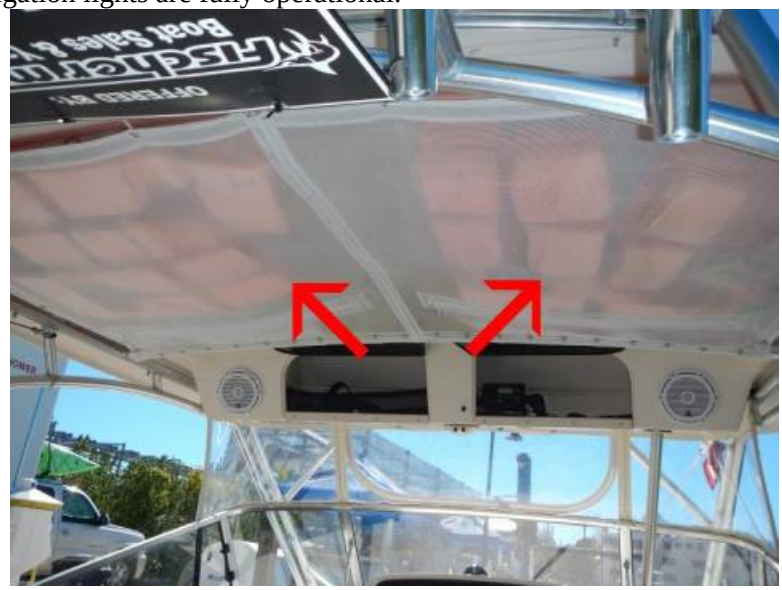
SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation Lights:

All Navigation lights are fully operational.

Life Jackets(PFD's):



The following USCG approved life jackets were sighted on board: (6) USCG Type II, All appear to be in good condition. (The vessel has more life jackets onboard but the seller is leaving the six type II.)

Throwable Type PFD's:

The type of USCG approved throwable PFD devices sighted were: USCG approved buoyant cushion(s), All appear to be in good condition.

Visual Distress Signals:

(2) 12 Ga Aerial with (10) cartridges. (10) Red hand held. Signals are current
NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.

Sound Devices:

Electric horn is functional. Hand held air horn is available.

USCG placards: No placards sighted for oil or garbage. These are required for any vessel 26' or longer. RECOMMENDATION: To avoid a potential large fine, install a USCG "No Discharge of Oil" placard in or near engine space to comply with - 33 CFR 155.450 and post a trash disposal placard near the waste area to comply with USCG 33 CFR 151.59.

Flame arrestor(s): Yes- USCG approved.

Engine ventilation: Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed and fully operational.
Functional.

Ignition protection: Yes - all electrical equipment sighted in the engine space appears to be OEM / Ignition protected equipment.

Findings:	Recommendations:
No placards sighted for oil or garbage. These are required for any vessel 26' or longer.	To avoid a potential large fine, install a USCG "No Discharge of Oil" placard in or near engine space to comply with - 33 CFR 155.450 and post a trash disposal placard near the waste area to comply with USCG 33 CFR 151.59.

FIRE FIGHTING EQUIPMENT

Dry Chemical Size II:

FIRE EQUIPMENT OBSERVATION:

Two USCG approved USCG approved extinguisher(s) sighted at the following locations: Cockpit and cuddy cabin. All gauge(s) read full.
Fire extinguisher equipment sighted complies only with minimum USCG regulations.----- USCG standards for vessels 26 to 40 feet require two (2) BI extinguishers or one (1) BI and (1) one Fixed system. ABYC A4.6.3 and NFPA 10.2.1 recommend three (3) extinguishers: one(1) outside the engine compartment, One at steering position and One near the galley or passenger cockpit. Recommend compliance with ABYC and NFPA for this size vessel.

BILGE PUMPS

ELECTRIC PUMPS:

One electric pump. Located at: Midship / Central bilge, Attwood 12 volt, 1250 GPH with automatic float switch. Pump powers up when switched on manually.

SHOWER & SUMP PUMP(S):

One pump. Rule 500 pump in sump.

Bilge Pump Comments: *CAUTION---- Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) are operating as designed.*

GROUND TACKLE

Primary anchor:

Plow type, Sized: #22 with undetermined length of raw chain 7/16" anchor line, Anchor/rode shackle pins are all properly seized.

AUXILIARY SAFETY EQUIPMENT

Carbon Monoxide Detectors:

Fireboy XINTEX Carbon Monoxide detector CMD-3M, Tests OK. *NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended.*

Deck spreader lights:

Yes.

SEA TRIAL

SEA TRIAL DETAILS

Date & Time:

February 16th, 2014 from 2:30 PM to 3:30 PM.

Vessel operated from/to: Salt Creek Marina out the channel and back.

Attendees: Mr. Shane Strause and J. Chet Stephens the attending surveyor.

Vessel operated by:

Mr. Shane Strause.

Cruising RPM/Speed 4400 RPM/ 30 MPH SOG.

SEA TRIAL OBSERVATIONS

Start test: Each engine started properly during the power up phase of the sea trial.

Engine alarms: Engine alarms for the port and starboard motors worked properly during the sea trial.

Cranking: The engine(s) started without excessive cranking. Engine alarms are functional.

Exhaust smoke: The engine(s) exhaust smoke was minimal and appeared normal throughout the sea trial.

Instruments: The engine instruments all operated and within normal operating limits at idle, and maximum throttle.

Auto Pilot: Auto pilot was tested and found fully functional.

Max Throttle: Max throttle for the engines were rated between 5000-6000RPM. During the sea trial the engines were run at 5500 RPM.

Trim tabs:	Both port and starboard trim tabs worked properly when tested and the vessel was able to get up on plane past 2500 RPM.
Thrusters system:	Bow thruster worked properly backing out as well as entering the slip.
Steering:	Steering worked properly when tested. The vessel steered a complete radius of approximately 40 feet on the starboard and port turns hard over. Vessel stability was good during turning.
Throttle levers:	The throttles controls worked properly and smoothly during the sea trial.
Transmissions:	The transmissions operated normally/smoothly.
Backdown:	The back down test was satisfactory. Engine mounts secure & No unusual movement of the engine(s) was sighted.
Vibrations	Vibrations and engine noise were minimal during the sea trial.
Generator:	Generator output was recorded at 120 Volts and maintained voltage with all air conditioners running during the sea trial.
Air Conditioner:	All air conditioners functioned properly in both heat and cooling modes.
Engine shut down:	Engine shut down properly using lanyard.
Single Engine Operation:	Vessel was brought up on plane using each engine individually. Engines operated properly under heavy load.
Thermal Imaging	Done while operating engines on the hard connected to fresh water flush out.

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

U.S.C.G. REQUIRED

Findings: No placards sighted for oil or garbage. These are required for any vessel 26' or longer.

Recommendations: To avoid a potential large fine, install a USCG "No Discharge of Oil" placard in or near engine space to comply with - 33 CFR 155.450 and post a trash disposal placard near the waste area to comply with USCG 33 CFR 151.59.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

OUTBOARD ENGINES

Findings: Lower unit oil so low unable to get a reading when checked. Lower unit oil is milky in color indicating contaminated with water.

Recommendations: Seals or O-rings may be deteriorated. Have the drive pressure and vacuum tested by a qualified outdrive mechanic to determine if seals are leaking and the source of water intrusion. Repair as necessary.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

HULL BOTTOM

Findings: Slight grounding damage on the bottom.

Recommendations: Have a qualified fiberglass technician repair gelcoat damage.

FLYBRIDGE

Findings: Flybridge bench seat has cracked vinyl.

Recommendations: Have upholstery technician repair cracks.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**

- **ESTIMATED FAIR MARKET VALUE.....$139,500.00 Hull**
- **$ 15,500.00 Motors**
- **$155,000.00 Total**

- **ESTIMATED REPLACEMENT COST.....$224,500.00 Hull**
- **$ 30,000.00 Motors**
- **$254,500.00 Total.**

- **INTENDED USE OF VESSEL.....Pleasure- Coastal Cruising**

- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

SUMMARY:

In accordance with the request for a marine survey of the 2006 Grady White 330, for the purpose of evaluating its present condition and estimating its fair market value and replacement cost on the date of the survey. I herewith submit my assessment based on the preceding report. The vessel was personally inspected by me (the undersigned) and a sea trial was performed on February 16th, 2014. Subject to the corrections of the deficiencies listed in the red and green summary page, the vessel will be considered to be suitable for its intended use. Other deficiencies listed in the blue findings should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION

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

The statements contained in this report are true and correct.

The reported analysis, opinions, and conclusions are limited only by the reported findings, but may also extend to the statements of the owner, captain, or representative of the vessel. My report may also be limiting based upon the conditions that the survey may bring. My findings and conclusions are from my best efforts from professional analysis, opinions, and conclusions which are based upon my experience and training.

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 to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value from any party, nor the direction in value or direction in a value assessment that favors the cause of the client. My compensation is not contingent upon the amount of the value estimate, the attainment of a desired result, or the occurrence of a subsequent event.

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

This appraisal is submitted in confidence for the exclusive use of Mr. without prejudice to the rights and / or interests of any other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR: J. Chet Stephens

J. Chet Stephens SA
Society Of Accredited Marine Surveyors