KIKI MARINE

Pre-purchase Marine Survey

Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor



Vessel	[redacted]
Year / Make / Model	2007 Rinker 280 Express Cruiser
HIN:	[redacted] (sighted at Starboard side ahead of transom)
Survey Conducted For	[redacted]
Date of Inspection	[redacted]
Date of Report	[redacted]
Surveyor	Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor

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USE OF RATINGS

Rating	Definition	Action
A **Critical**	Direct safety, environmental risk, or ABYC/Transport Canada code violation.	Immediate correction required.
B **Needs Attention (Moderate)**	Moderate deficiencies. Not immediately hazardous but should be addressed.	Schedule repairs.
C **Serviceable**	The item appeared generally serviceable based on a visual, non-destructive inspection, without an identified reportable defect.	No corrective action was recommended.
NT **Not Tested / Not Verified**	A comprehensive inspection was attempted but was not possible due to survey constraints, such as no power, limited access, or non-destructive inspection limits.	Further inspection is recommended where conditions permit.

Rating	Definition	Action
PO **Powered Up Only**	The equipment was powered on and basic response was observed, but full testing under normal operating conditions was not completed.	Function-test under normal operating conditions when practical.
SE **Safety Equipment (TC TP 511)**	Findings concerning required safety equipment under Transport Canada TP 511E Safe Boating Guide and Small Vessel Regulations, and separately identified recommended safety precautions.	Required safety equipment must be supplied, serviced, or verified before operation. Address recommended precautions according to their recorded observations and recommendations.
N/A **Not Applicable**	Equipment a surveyor might expect on this vessel type is not fitted.	None. The item is noted but does not count as a deficiency.

EXECUTIVE SUMMARY

The [redacted] was inspected and found to be in Above Average condition overall for its age and type, subject to the findings and limitations in this report. The survey identified three SE (Safety Equipment) findings relating to Lifebuoy attached to buoyant line - minimum 15 m, Flares or eVDSD alternative, and Radar reflector, which must be corrected or verified before the vessel is next operated or placed underway. The report recorded eight Type B (Needs Attention) findings; representative examples included water found in the cabin bilge; the complete set requires the follow-up specified in Findings & Recommendations and the Detailed Survey Findings. The vessel was considered suitable for the stated survey purpose subject to verification or correction of the Safety Equipment findings, attention to the Type B findings, and the limitations in this report. Because the vessel was inspected only while out of the water, propulsion and machinery serviceability were not established, and a mechanical inspection and an underway trial remain recommended before purchase is completed.

FINDINGS & RECOMMENDATIONS

This section lists corrective actions for Type A (Critical), Safety Equipment, and Type B findings. Full observations, Type C serviceable entries, N/A entries, NT / PO limitations, and photographs are recorded in Detailed Survey Findings.

Finding #	Finding	Issue & recommendation	Section
SE-1	Lifebuoy attached to buoyant line - minimum 15 m	**Issue:** The lifebuoy with attached buoyant line was not verified on board. **Recommendation:** Provide a lifebuoy with an attached buoyant heaving line at least 15 m long on board. *Applicable standards: Transport Canada TP 511*	Safety Equipment - TC TP 511
SE-2	Flares or eVDSD alternative	**Issue:** Only six flares were available on board. 12 are required with no more than 6 being smoke signals. **Recommendation:** Purchase the required visual distress signals. *Applicable standards: Transport Canada TP 511*	Safety Equipment - TC TP 511
SE-3	Radar reflector	**Issue:** The radar reflector was not sighted. **Recommendation:** Fit a radar reflector. *Applicable standards: Transport Canada TP 511*	Safety Equipment - TC TP 511
B-1	Depth transducer and speed wheel	**Issue:** One depth transducer was examined and was separating from the hull, although it remained solidly affixed. **Recommendation:** The exterior should be resealed, or the transducer should be removed and rebedded. *Applicable standards: No specific ABYC or Transport Canada standard was identified for this observation.*	Hull/Bottom and Running Gear
B-2	Outdrive, anodes and propeller	**Issue:** The outdrive appeared intact and serviceable, but localised corrosion was present on the unit and propellers. **Recommendation:** The anodes should be replaced, the corrosion should be removed by brushing, and the affected areas should be repainted. *Applicable standards: ABYC E-2 - Cathodic Protection*	Hull/Bottom and Running Gear

Finding #	Finding	Issue & recommendation	Section
B-3	Port trim tab	**Issue:** The port trim-tab anode had approximately 50% of its material remaining. **Recommendation:** Replace the port trim-tab anode to maintain galvanic-corrosion protection. *Applicable standards: ABYC E-2 - Cathodic Protection*	Hull/Bottom and Running Gear
B-4	Starboard trim tab	**Issue:** The starboard trim-tab anode had approximately 50% of its material remaining. **Recommendation:** Replace the starboard trim-tab anode to maintain galvanic-corrosion protection. *Applicable standards: ABYC E-2 - Cathodic Protection*	Hull/Bottom and Running Gear
B-5	Arch condition and equipment	**Issue:** Cracking at the instrument bases presented a risk of water ingress. **Recommendation:** The instruments should be removed, the damaged areas repaired, and the instruments rebedded. *Applicable standards: No specific ABYC or Transport Canada standard was identified for this observation.*	Deck and Coachroof
B-6	Salon table	**Issue:** The salon table was loose at the base, which reduced its serviceability. **Recommendation:** The base should be solidly affixed prior to use. *Applicable standards: No specific ABYC or Transport Canada standard was identified for this observation.*	Cabin and Conveniences
B-7	Cabin accessible bilge, stringers and ribs	**Issue:** Sealant around the toilet and air conditioner intakes seacocks was sloppy and appeared to have been applied aftermarket. Additionally, water from an undiscovered source was located in this area. **Recommendation:** Buyer should have assurances that no leakage takes place at these intakes. Recommend that the boat be launched and the seal around these seacocks inspected for water ingress. *Applicable standards: No specific ABYC or Transport Canada standard was identified for this observation.*	Cabin and Conveniences

Finding #	Finding	Issue & recommendation	Section
B-8	Head shower and sump pump	**Issue:** The sump pump serving the head shower had been removed, and water drained directly into the bilge. The amidships bilge pump would not pump the water because a hole next to the pump allowed water to drain to the adjacent section of the bilge. **Recommendation:** The shower sump pump should be replaced to prevent water, grease, and other matter from entering the bilge. The purpose of this hole should be investigated and any required corrective action undertaken. *Applicable standards: No specific ABYC or Transport Canada standard was identified for this observation.*	Head(s), Shower and Sanitation

BASIS, METHODOLOGY AND LIMITATIONS

Purpose and Scope

This survey was conducted to determine the apparent physical condition and fair market value of the vessel as observed on the date of inspection. The accessible hull, deck, superstructure, interior spaces, propulsion, and installed components and systems documented in the detailed findings were visually inspected on a non-destructive basis. Electrical scope was limited to the specific electrical items documented in the detailed findings, and no broader electrical-system condition was established. Reference was made, where applicable, to generally accepted marine-survey practice, relevant ABYC standards, and applicable Transport Canada requirements as inspection guidelines. This report reflects the surveyor's opinion only as to the visible and accessible condition of the vessel on the date of inspection and is intended solely for the client and associated lenders or underwriters. It is not assignable.

It should be noted that although the vessel's structure and components were evaluated against ABYC and Transport Canada standards, many boats were built before these codes were established or enforced and therefore may not be subject to them. Furthermore, when a boat or its components predate current standards, those standards may only become applicable if the boat or its systems are modified. It is not within the scope of this surveyor's responsibility to determine the relevance or enforceability of these standards.

Methodology and Limitations

Visual inspection: Only accessible structures and systems were examined. No core samples or invasive tests were performed.

Obstructions: Coating buildup, such as epoxy barrier coat and antifouling, corrosion, marine growth, gear, or dirt may have hidden defects.

Electrical and electronic systems were powered where possible. Detailed wiring analysis requires a marine electrician or ABYC-certified electrical specialist.

Engines, transmissions, drives, and generators were not opened or internally inspected. Inspection by a manufacturer-certified technician is advised.

Tankage was visually inspected where accessible. Filling, pressure testing, and fuel polishing were not performed unless specifically stated. Water leaks were assessed visually only.

No removal of fixed partitions, panels, furniture, or stored gear was performed. Locked or inaccessible areas were not surveyed.

Impedance Testing

Where Protimeter Aquant impedance readings are recorded in the findings, they indicate relative radio-frequency response in the examined areas. The Aquant provides non-invasive readings on a relative 0-999 scale and may be influenced by material composition, coatings, or surface conditions. For this report, relative impedance readings are interpreted as 0-299 low/acceptable, 300-599 elevated, and 600-999 high. These bands are relative indicators only and are not direct moisture-content percentages. High readings are not a certainty of underlying issues. Careful interpretation and further investigation are recommended where indicated.

This report reflects the surveyor's professional opinion on visible and accessible conditions only. It is not an inventory, warranty, or guarantee, and does not include naval architectural or stability analysis. Dimensions and weights are from published sources or owner supplied information unless otherwise stated.

Applicable Standards

The mandatory standards promulgated under the Canada Shipping Act, 2001 and Transport Canada regulations, including TP 1332 - Construction Standards for Small Vessels, and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA 302), have been used as guidelines in the conduct of this report.

No sea trial, underway testing, or operation under load was performed unless specifically stated elsewhere in this report. Machinery, propulsion, steering, and related systems were not verified under underway operating loads.

Definitions of Terms

Only terms referenced in this report are listed.

ABYC	American Boat and Yacht Council - develops voluntary safety standards for the design, construction, maintenance, and repair of recreational boats.
Canada Shipping Act, 2001	The primary federal legislation governing safety in Canadian marine transportation, including construction and equipment requirements for small vessels.

Impedance Meter	A non-destructive testing instrument that uses radio-frequency impedance to provide relative readings in hull and deck laminates. Readings are relative indicators only and are not direct moisture-content percentages.
Fair Market Value (FMV)	The most probable price a vessel should bring in a competitive and open market under all conditions requisite to a fair sale.
HIN	Hull Identification Number - a unique serial number assigned to a vessel by the manufacturer.
Limited Trial Run	A brief operational test of the vessel conducted under controlled conditions. It does not imply a comprehensive sea trial.
NFPA 302	National Fire Protection Association Standard 302 - Fire Protection Standard for Pleasure and Commercial Motor Craft.
Percussion Testing	A non-destructive technique using a sounding hammer or similar instrument to identify changes in tone.
TC TP 511	Transport Canada publication TP 511E - Safe Boating Guide, outlining mandatory safety equipment requirements for pleasure craft in Canadian waters.
TC TP 1332	Transport Canada publication TP 1332E - Construction Standards for Small Vessels.
Through-Hull Fitting	Any device that penetrates the hull below the waterline to allow water intake or discharge, typically fitted with a seacock or valve.

VESSEL OVERVIEW PHOTOGRAPHS

The following photographs documented the vessel's exterior as inspected.



Port Bow



Starboard Bow



Port Stern



Starboard Stern

VESSEL DESCRIPTION

was a 2007 Rinker 280 Express Cruiser, a fibreglass Modified V power vessel. Reported specifications listed an overall length of 31'8", a beam of 9'1", a maximum draft of 3'2", and a displacement of 7,640 lb.

Power was provided by a Mercury MerCruiser MCM MX 6.2 MPI gasoline sterndrive engine. The engine data plate indicated an output of 239 kW. However, the marine propulsion rating was not independently verified. The engine drove a MerCruiser Bravo Three outdrive.

Recorded navigation and communication fit-out included chartplotter / MFD, VHF radio, magnetic compass, depth sounder, speed log, and navigation lights. Testing status and limitations for each item are stated in the Detailed Survey Findings.

The vessel was assigned an Above Average overall condition rating for its age and use and appeared to have been well maintained.

GENERAL VESSEL INFORMATION

Vessel Name:	
Year / Make / Model:	2007 Rinker 280 Express Cruiser
Client / Purchaser:	

VESSEL SPECIFICATIONS

Dimensions, weights, and sail-area figures are reported or published specifications and were not measured by the surveyor.

Boat style:	Powerboat
Construction:	Fibreglass

LOA:	31'8"
Beam:	9'1"
Max draft:	3'2"
Displacement:	7,640 lb
Hull type:	Modified V

PROPULSION DETAILS

Engine:	Make: Mercury MerCruiser. Model: MCM MX 6.2 MPI. Rated power: 320 hp (239 kW). Serial number:
Engine hours:	704 hours. Readings observed at inspection; not mechanically verified.
Drive type:	Stern drive / outdrive
Outdrive:	MerCruiser Bravo Three

SURVEY CONDITIONS

Type of Survey:	Pre-purchase survey
Date of Survey Inspection:	
Date of Report:	
Location of Survey Inspection:	
Persons in Attendance:	& (Owner), (Buyer)
Independent Surveys:	No specialist engine, electrical, ultrasonic gauging, or destructive testing was performed in conjunction with this inspection.
Surveyor:	Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor
Inspection scope and limitations:	The accessible hull, deck, superstructure, interior spaces, propulsion, and installed components and systems documented in the detailed findings were visually inspected on a non-destructive basis. Electrical scope was limited to the specific electrical items documented in the detailed findings, and no broader electrical-system condition was established. The vessel was inspected on shore. Accessible underwater hull surfaces, appendages, and outdrive running gear were visually inspected. No Limited Trial Run was performed. Operation under load or underway was not verified.

Power at time of inspection:	AC power via shore power connection and DC power from the vessel's batteries were both available.
Water at time of inspection:	Water was available for freshwater system testing. A shore-water connection was fitted on the vessel, but no shoreside water supply was connected during the inspection.

VESSEL DOCUMENTATION DATA

HIN (Hull Identification Number)	[redacted] US-RNK88926A707
HIN location	Starboard side ahead of transom
NMMA yacht certification plate	
TC licence type and number	PCL - [redacted]

DETAILED SURVEY FINDINGS

Hull/Bottom and Running Gear



Hull/bottom and running gear photos - photo 1 of 6



Hull/bottom and running gear photos - photo 2 of 6



Hull/bottom and running gear photos - photo 3 of 6



Hull/bottom and running gear photos - photo 4 of 6



Hull/bottom and running gear photos - photo 5 of 6



Hull/bottom and running gear photos - photo 6 of 6

Hull condition (below the waterline) - C - Serviceable (Finding C-1)

The hull below the waterline appeared intact and serviceable.

Antifouling and barrier coats - C - Serviceable (Finding C-2)

The antifouling coating appeared to be in serviceable condition but was chipping in places. The chipped areas could encourage marine growth and permit water penetration. Individual areas should be sanded and recoated with antifouling.



Antifouling and barrier coats - photo 1 of 4



Antifouling and barrier coats - photo 2 of 4



Antifouling and barrier coats - photo 3 of 4



Antifouling and barrier coats - photo 4 of 4

Hull percussion testing - C - Serviceable (Finding C-3)

Percussion testing was carried out on the hull by lightly striking the surface with a sounding hammer. Testing produced a clear, even tone throughout, which was consistent with solid laminate.

Hull impedance testing - C - Serviceable (Finding C-4)

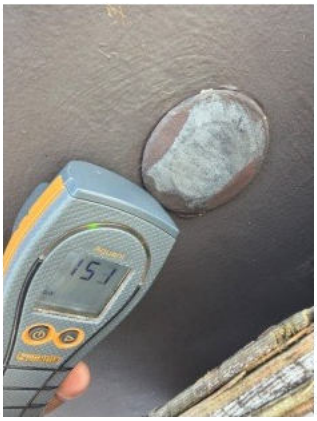
Impedance readings were taken on a relative scale between 0 and 999. The hull showed levels between 133 and 215. These readings fell within the low/acceptable band defined in the methodology.



Hull impedance testing - photo 1 of 7



Hull impedance testing - photo 2 of 7



Hull impedance testing - photo 3 of 7



Hull impedance testing - photo 4 of 7



Hull impedance testing - photo 5 of 7



Hull impedance testing - photo 6 of 7



Hull impedance testing - photo 7 of 7

Bow thruster - N/A

No bow thruster was installed on this vessel.

Exterior through-hulls and strainers - C - Serviceable (Finding C-5)

The 11 exterior through-hulls and strainers were solidly affixed and free of debris.



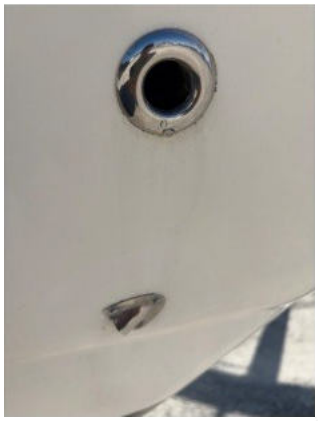
Exterior through-hulls and strainers - photo 1 of 6



Exterior through-hulls and strainers - photo 2 of 6



Exterior through-hulls and strainers - photo 3 of 6



Exterior through-hulls and strainers - photo 4 of 6



Exterior through-hulls and strainers - photo 5 of 6



Exterior through-hulls and strainers - photo 6 of 6

Depth transducer and speed wheel - B - Needs Attention (Finding B-1)

One depth transducer was examined and was separating from the hull, although it remained solidly affixed. The exterior should be resealed, or the transducer should be removed and rebedded.



Depth transducer and speed wheel

Outdrive, anodes and propeller - B - Needs Attention (Finding B-2)

The Mercury / MerCruiser Bravo Three outdrive was fitted with two stainless steel 2-blade propellers. The lower unit appeared intact and serviceable, but localized corrosion was present on the lower unit and propellers. The anodes should be replaced, the corrosion should be removed by brushing, and the affected areas should be repainted.

Applicable standards: ABYC E-2 - Cathodic Protection



Outdrive, anodes and propeller - photo 1 of 6



Outdrive, anodes and propeller - photo 2 of 6



Outdrive, anodes and propeller - photo 3 of 6



Outdrive, anodes and propeller - photo 4 of 6



Outdrive, anodes and propeller - photo 5 of 6



Outdrive, anodes and propeller - photo 6 of 6

Stern thruster - N/A

No stern thruster was installed on this vessel.

Port trim tab - B - Needs Attention (Finding B-3)

The port trim tab appeared intact and serviceable, and its actuator was intact. Minor surface corrosion was present, with approximately 50% of the anode material remaining. The port trim tab was vulnerable to galvanic corrosion. Replace the port trim tab anode. ABYC recommends replacing anodes once 50% or less of the material remains.

Applicable standards: ABYC E-2 - Cathodic Protection



Port trim tab - photo 1 of 2



Port trim tab - photo 2 of 2

Starboard trim tab - B - Needs Attention (Finding B-4)

The starboard trim tab appeared intact and serviceable, and its actuator was intact. Minor surface corrosion was present, with approximately 50% of the anode material remaining. The starboard trim tab was vulnerable to galvanic corrosion. Replace the starboard trim tab anode. ABYC recommends replacing anodes once 50% or less of the material remains.

Applicable standards: ABYC E-2 - Cathodic Protection



Starboard trim tab - photo 1 of 2



Starboard trim tab - photo 2 of 2

Underwater lighting - N/A

Underwater lighting was not installed on this vessel.

Hull condition above the waterline - C - Serviceable (Finding C-6)

The hull above the waterline appeared in good condition and had recently been buffed and waxed. A dent/scratch was observed on the starboard side below the amidships porthole and should be repaired.



Hull condition above the waterline - photo 1 of 8



Hull condition above the waterline - photo 2 of 8



Hull condition above the waterline - photo 3 of 8



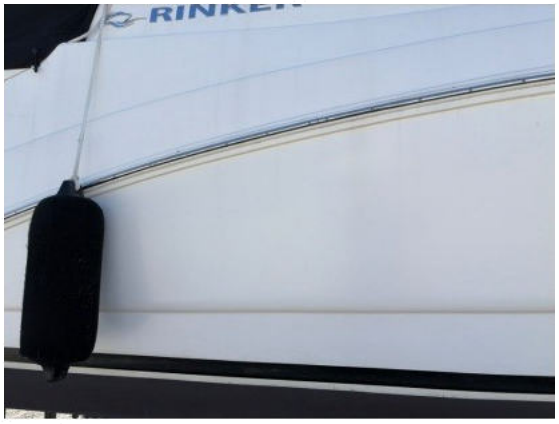
Hull condition above the waterline - photo 4 of 8



Hull condition above the waterline - photo 5 of 8



Hull condition above the waterline - photo 6 of 8



Hull condition above the waterline - photo 7 of 8



Hull condition above the waterline - photo 8 of 8

Transom condition - C - Serviceable (Finding C-7)

The transom appeared to be in serviceable condition, with minor oxidation typical of age. The lazarette was functional and solidly affixed at the hinges.



Transom condition - photo 1 of 3



Transom condition - photo 2 of 3



Transom condition - photo 3 of 3

Swim platform and ladder - C - Serviceable (Finding C-8)

The swim platform and ladder appeared to be in good condition, were solidly mounted, and the platform was covered in EVA decking which was in good condition.



Swim platform and ladder - photo 1 of 5



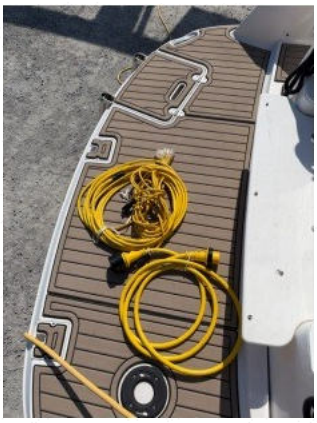
Swim platform and ladder - photo 2 of 5



Swim platform and ladder - photo 3 of 5



Swim platform and ladder - photo 4 of 5



Swim platform and ladder - photo 5 of 5

Swim platform shower - C - Serviceable (Finding C-9)

The swim platform shower operated correctly, water flowed normally, and no leakage was observed.



Swim platform shower - photo 1 of 2



Swim platform shower - photo 2 of 2

Hull side windows / portholes - C - Serviceable (Finding C-10)

The five portholes were intact and well seated, with intact bug screens and no discernible crazing.



Hull side windows / portholes - photo 1 of 5



Hull side windows / portholes - photo 2 of 5



Hull side windows / portholes - photo 3 of 5



Hull side windows / portholes - photo 4 of 5



Hull side windows / portholes - photo 5 of 5

Ventilation grills and covers - N/A

No ventilation grills and covers were installed on this vessel.

Hull/deck joint and rubrail - C - Serviceable (Finding C-11)

The hull-to-deck joint appeared intact, and the rubrail was solidly affixed with only minor scuffing in places.



Hull/deck joint and rubrail - photo 1 of 4



Hull/deck joint and rubrail - photo 2 of 4



Hull/deck joint and rubrail - photo 3 of 4



Hull/deck joint and rubrail - photo 4 of 4

Deck and Coachroof



Deck and coachroof photos - photo 1 of 2



Deck and coachroof photos - photo 2 of 2

Deck and coachroof condition - C - Serviceable (Finding C-12)

The deck and coachroof appeared to be in good condition.

Deck and coachroof percussion testing - C - Serviceable (Finding C-13)

Percussion testing was carried out on the deck and coachroof by lightly striking the surface with a sounding hammer. Testing produced a clear, even tone throughout, which was consistent with solid laminate.

Deck and coachroof impedance testing - C - Serviceable (Finding C-14)

Impedance readings were taken on a relative scale between 0-999. The deck and coachroof showed levels between 116 and 207. These readings fell within the low/acceptable band defined in the methodology.



Deck and coachroof impedance testing - photo 1 of 8



Deck and coachroof impedance testing - photo 2 of 8



Deck and coachroof impedance testing - photo 3 of 8



Deck and coachroof impedance testing - photo 4 of 8



Deck and coachroof impedance testing - photo 5 of 8



Deck and coachroof impedance testing - photo 6 of 8



Deck and coachroof impedance testing - photo 7 of 8



Deck and coachroof impedance testing - photo 8 of 8

Pulpit - C - Serviceable (Finding C-15)

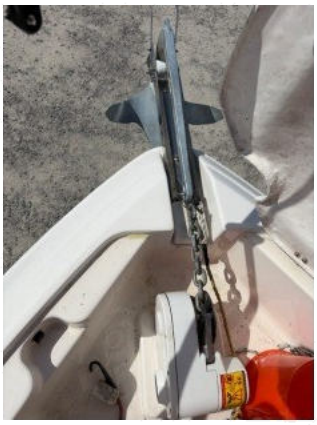
The pulpit was solidly attached, and no stress cracks were observed at its bases.



Pulpit

Primary anchor / chain / rode - C - Serviceable (Finding C-16)

The primary anchor was properly sized and secured, and the chain and rode were adequate.



Primary anchor / chain / rode

Windlass - NT - Not Tested (Finding NT-1)

The Simpson-Lawrence Horizon 600 Series windlass was not tested because the vessel was on shore. Operation should be confirmed once the vessel is underway and under load.



Windlass - photo 1 of 2



Windlass - photo 2 of 2

Windlass remote - NT - Not Tested (Finding NT-2)

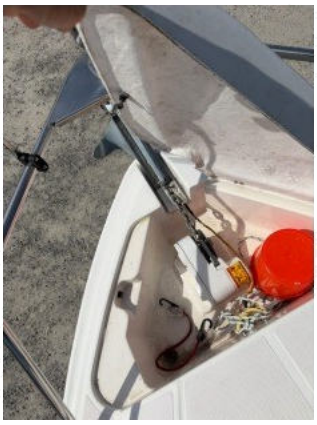
The windlass remote was located in the cockpit and were not tested because the vessel was on shore. The windlass remote should be tested under load.



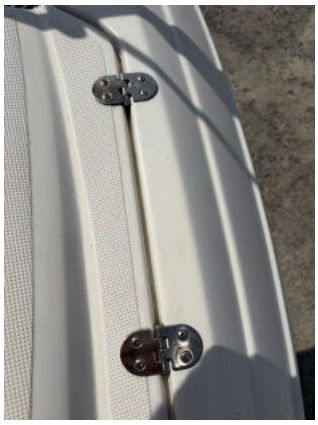
Windlass remote

Anchor locker - C - Serviceable (Finding C-17)

The anchor locker was clean, its drain was clear, and its lid was secure and solidly attached to its hinges.



Anchor locker - photo 1 of 2



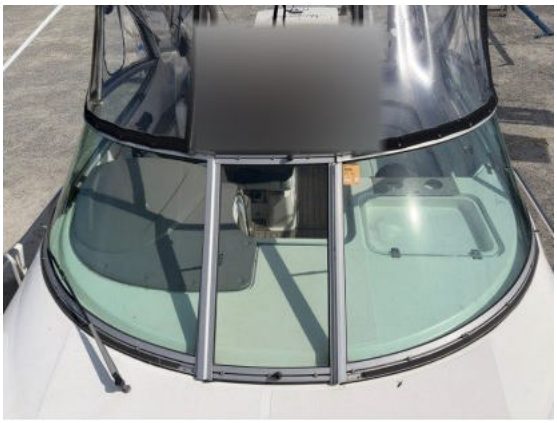
Anchor locker - photo 2 of 2

Outside deck hatches, windows and portholes - C - Serviceable (Finding C-18)

One deck hatch and five windows appeared to be in good order from the exterior, with seals in good condition. Minor crazing in the hatch was typical for its age.



Outside deck hatches, windows and portholes - photo 1 of 4



Outside deck hatches, windows and portholes - photo 2 of 4



Outside deck hatches, windows and portholes - photo 3 of 4



Outside deck hatches, windows and portholes - photo 4 of 4

Stanchions - C - Serviceable (Finding C-19)

The stanchions were solidly mounted, and the liferails were serviceable. A repair/reseal was noted at the bases of two stanchions. However, no notable issues were observed in these repairs from above deck.



Stanchions - photo 1 of 4



Stanchions - photo 2 of 4



Stanchions - photo 3 of 4



Stanchions - photo 4 of 4

Mooring cleats and chocks - C - Serviceable (Finding C-20)

The mooring cleats and chocks were firmly affixed, and no cracks were observed at their bases.



Mooring cleats and chocks - photo 1 of 6



Mooring cleats and chocks - photo 2 of 6



Mooring cleats and chocks - photo 3 of 6



Mooring cleats and chocks - photo 4 of 6



Mooring cleats and chocks - photo 5 of 6



Mooring cleats and chocks - photo 6 of 6

Shore water hookup - NT - Not Tested (Finding NT-3)

The shore water hookup valve appeared intact, serviceable, and functional, but were not tested because shore water was unavailable. If left unattended, the hookup presented a potential sinking risk. The valve should be observed carefully when first connected.



Shore water hookup

Arch condition and equipment - B - Needs Attention (Finding B-5)

The arch equipment appeared intact, with cracking observed at the instrument bases. This cracking presented a risk of water ingress. The instruments should be removed, the damaged areas repaired, and the instruments rebedded.



Arch condition and equipment - photo 1 of 5



Arch condition and equipment - photo 2 of 5



Arch condition and equipment - photo 3 of 5



Arch condition and equipment - photo 4 of 5



Arch condition and equipment - photo 5 of 5

Cockpit



Cockpit photos - photo 1 of 4



Cockpit photos - photo 2 of 4



Cockpit photos - photo 3 of 4



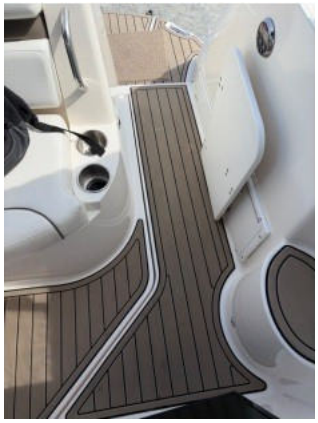
Cockpit photos - photo 4 of 4

Cockpit sole - C - Serviceable (Finding C-21)

The cockpit sole was covered in EVA foam and appeared to be in good condition.



Cockpit sole - photo 1 of 3



Cockpit sole - photo 2 of 3



Cockpit sole - photo 3 of 3

Cockpit percussion testing - NT - Not Tested (Finding NT-4)

The cockpit was covered in EVA foam. Therefore percussion testing could not be done.

Cockpit impedance testing - C - Serviceable (Finding C-22)

Impedance readings were taken on a relative scale between 0-999. The cockpit showed levels between 91 and 130. These readings fell within the low/acceptable band defined in the methodology.



Cockpit impedance testing - photo 1 of 4



Cockpit impedance testing - photo 2 of 4



Cockpit impedance testing - photo 3 of 4



Cockpit impedance testing - photo 4 of 4

Cockpit seating / benches / coamings - C - Serviceable (Finding C-23)

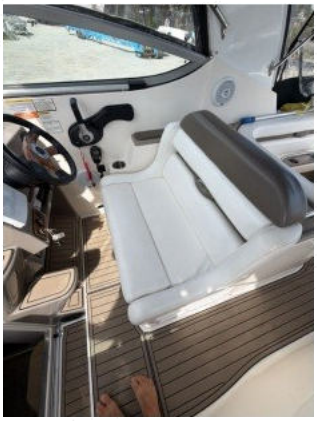
The cockpit seating, benches, and coamings appeared to be in good condition.



Cockpit seating / benches / coamings - photo 1 of 4



Cockpit seating / benches / coamings - photo 2 of 4



Cockpit seating / benches / coamings - photo 3 of 4



Cockpit seating / benches / coamings - photo 4 of 4

Cockpit table - C - Serviceable (Finding C-24)

The cockpit table was removable and appeared to be in good condition with a well-finished surface.



Cockpit table - photo 1 of 2



Cockpit table - photo 2 of 2

Cockpit lockers / lazarettes - C - Serviceable (Finding C-25)

The storage lockers beneath the cockpit benches were inspected, and the hinged locker behind the helm was in good condition.



Cockpit lockers / lazarettes - photo 1 of 3



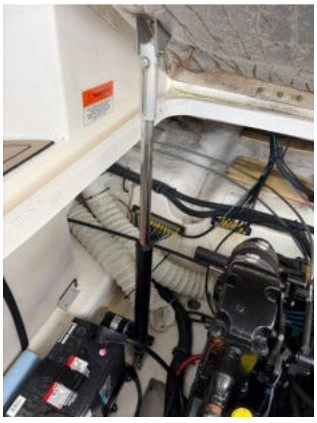
Cockpit lockers / lazarettes - photo 2 of 3



Cockpit lockers / lazarettes - photo 3 of 3

Engine hatch control - C - Serviceable (Finding C-26)

The engine hatch operated correctly and opened and closed without binding.



Engine hatch control

Cockpit sink, faucet and drain - NT - Not Tested (Finding NT-5)

The cockpit sink faucet operated correctly. The drain was not accessible for inspection or testing.



Cockpit sink, faucet and drain

Cockpit refrigerator - C - Serviceable (Finding C-27)

The cockpit refrigerator was a Dometic CRX0065, serial number [redacted] and functioned normally. The refrigerator was clean.



Cockpit refrigerator - photo 1 of 4



Cockpit refrigerator - photo 2 of 4



Cockpit refrigerator - photo 3 of 4



Cockpit refrigerator - photo 4 of 4

LPG locker / valve / regulator area - N/A

No LPG locker / valve / regulator area was installed on this vessel.

Stereo and speakers - C - Serviceable (Finding C-28)

The stereo system included a Clarion M455A controller in the cabin, two Clarion CMRC1 controllers in the cockpit, including one at the swim platform. Speaker sets included four Clarion speakers in the cockpit and an unidentified speaker set in the cabin. The stereo system powered up and functioned normally.



Stereo and speakers - photo 1 of 9



Stereo and speakers - photo 2 of 9



Stereo and speakers - photo 3 of 9



Stereo and speakers - photo 4 of 9



Stereo and speakers - photo 5 of 9



Stereo and speakers - photo 6 of 9



Stereo and speakers - photo 7 of 9



Stereo and speakers - photo 8 of 9



Stereo and speakers - photo 9 of 9

Dodger - C - Serviceable (Finding C-29)

All dodger zippers appeared operational, the windows appeared clear, and no rips were observed.



Dodger - photo 1 of 3



Dodger - photo 2 of 3



Dodger - photo 3 of 3

Bimini - C - Serviceable (Finding C-30)

The bimini appeared to be in good condition. All zippers appeared functional, the windows appeared clear, the bug screens were intact, and no tears were observed.



Bimini - photo 1 of 3



Bimini - photo 2 of 3



Bimini - photo 3 of 3

Engine Gauges and Cockpit Instrumentation



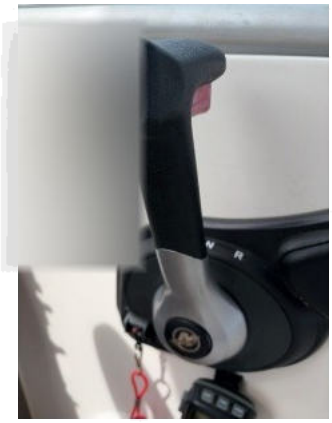
Engine gauges and cockpit instrumentation photos - photo 1 of 2



Engine gauges and cockpit instrumentation photos - photo 2 of 2

Engine controls at station - NT - Not Tested (Finding NT-6)

The engine controls were not tested because the vessel was on shore. Operation should be confirmed once the vessel is underway.



Engine controls at station

Engine gauges / instrumentation - NT - Not Tested (Finding NT-7)

The engine gauges and instrumentation were not tested because the vessel was on shore. Operation should be confirmed once the vessel is underway.



Engine gauges / instrumentation

Compass - C - Serviceable (Finding C-31)

The Ritchie compass at the helm station appeared unclouded. Compass deviation was not confirmed.



Compass

Chartplotter / MFD - PO - Powered Up Only (Finding PO-1)

The Lowrance GlobalMap 3500C chartplotter powered up and appeared to function properly. It was not tested.



Chartplotter / MFD

Radar - N/A

No radar was installed on this vessel.

VHF - PO - Powered Up Only (Finding PO-2)

The Standard Horizon VHF radio powered up but was not otherwise tested.



VHF

Depth sounder - NT - Not Tested (Finding NT-8)

There was no installed depth sounder, although the function was possibly included in the MFD. This functionality was not tested as the the vessel was on shore.

Speed / log - NT - Not Tested (Finding NT-9)

The speed and log function was not tested, as the vessel was out of the water. Operation should be confirmed once the vessel is launched.

Cockpit windlass control - NT - Not Tested (Finding NT-14)

The cockpit windlass control switch was identified as a Simpson Lawrence unit. Operation was not tested because the vessel was on shore.



Cockpit windlass control

Trim-tab controls - NT - Not Tested (Finding NT-10)

The Lenco trim-tab controls were not tested because the vessel was on shore. Operation should be confirmed once the vessel is underway.



Trim-tab controls

Search light - C - Serviceable (Finding C-32)

The search light worked properly.



Search light - photo 1 of 2



Search light - photo 2 of 2

Cabin and Conveniences



Cabin and conveniences photos - photo 1 of 4



Cabin and conveniences photos - photo 2 of 4



Cabin and conveniences photos - photo 3 of 4



Cabin and conveniences photos - photo 4 of 4

Companionway - C - Serviceable (Finding C-33)

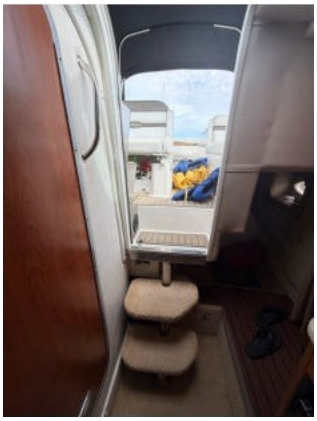
The companionway appeared to be in good condition, and the door slid open and closed smoothly.



Companionway - photo 1 of 3



Companionway - photo 2 of 3



Companionway - photo 3 of 3

Salon table - B - Needs Attention (Finding B-6)

The salon table was loose at the base, which reduced its serviceability. The base should be solidly affixed prior to use.



Salon table - photo 1 of 3



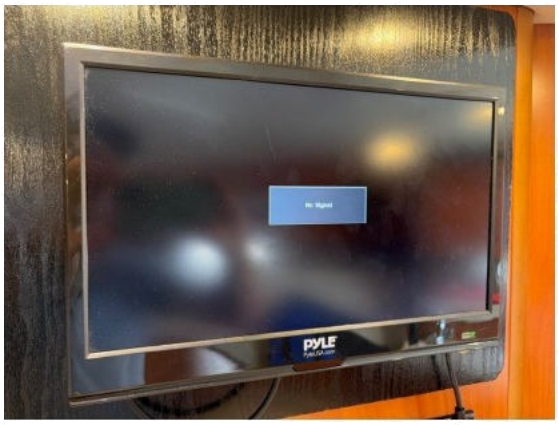
Salon table - photo 2 of 3



Salon table - photo 3 of 3

Television - PO - Powered Up Only (Finding PO-3)

The Pyle television powered up. Operation was not tested.



Television - photo 1 of 2



Television - photo 2 of 2

Air conditioning - PO - Powered Up Only (Finding PO-4)

One Marine Air Systems air conditioner was identified. The unit powered up but could not be tested because the vessel was on shore. Additionally, the unit itself was located behind a screwed down grille and was not inspected.



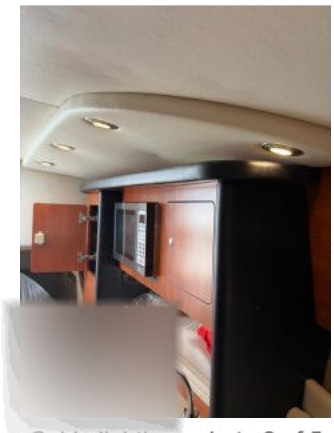
Air conditioning

Cabin lighting - C - Serviceable (Finding C-34)

The cabin lighting functioned normally.



Cabin lighting - photo 1 of 5



Cabin lighting - photo 2 of 5



Cabin lighting - photo 3 of 5



Cabin lighting - photo 4 of 5



Cabin lighting - photo 5 of 5

Overhead / headliner condition - C - Serviceable (Finding C-35)

The ceiling appeared to be in good condition.



Overhead / headliner condition - photo 1 of 3



Overhead / headliner condition - photo 2 of 3



Overhead / headliner condition - photo 3 of 3

Signs of water ingress - C - Serviceable (Finding C-36)

No signs of water ingress were observed.

Cabin accessible bilge, stringers and ribs - B - Needs Attention (Finding B-7)

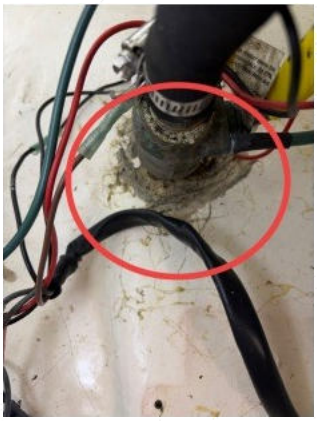
The stringers and ribs were only partially visible from the cabin, which limited assessment of their condition, although no indications of cracking or delamination were discovered. Sealant around the toilet and air conditioner intakes seacocks was sloppy and appeared to have been applied aftermarket. Additionally, water from an undiscovered source was located in this area. Buyer should have assurances that no leakage takes place at these intakes. Recommend that the boat be launched and the seal around these seacocks inspected for water ingress.



Cabin accessible bilge, stringers and ribs - photo 1 of 3



Cabin accessible bilge, stringers and ribs - photo 2 of 3



Cabin accessible bilge, stringers and ribs - photo 3 of 3

Interior hatches, windows and portholes - C - Serviceable (Finding C-37)

The hatches, windows and portholes opened and closed as expected, with minimal crazing in the acrylic and intact bug screens.



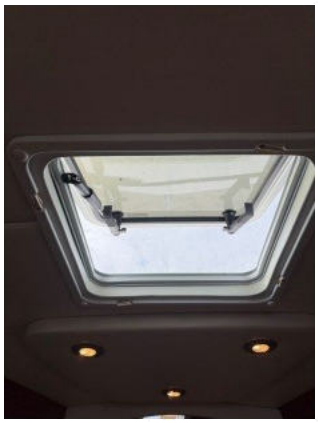
Interior hatches, windows and portholes - photo 1 of 6



Interior hatches, windows and portholes - photo 2 of 6



Interior hatches, windows and portholes - photo 3 of 6



Interior hatches, windows and portholes - photo 4 of 6



Interior hatches, windows and portholes - photo 5 of 6



Interior hatches, windows and portholes - photo 6 of 6

Woodwork, doors and framing - C - Serviceable (Finding C-38)

The woodwork, doors and framing appeared to be in good condition.

Galley and Domestic Appliances

Stove and oven - C - Serviceable (Finding C-39)

The galley was fitted with a Kenyon electric stove. The stove appeared to function properly.



Stove and oven - photo 1 of 3



Stove and oven - photo 2 of 3



Stove and oven - photo 3 of 3

Refrigeration - C - Serviceable (Finding C-40)

The Dometic CRX0065 refrigerator, serial [redacted] appeared to function normally and was clean.



Refrigeration - photo 1 of 3



Refrigeration - photo 2 of 3



Refrigeration - photo 3 of 3

Microwave - C - Serviceable (Finding C-41)

The Emerson MW8780SS microwave powered up and appeared to function normally.



Microwave

Galley sink, faucet and drain - C - Serviceable (Finding C-42)

The galley sink, faucet, and drain appeared to be in good condition. The faucet appeared to work properly, and no leaks were observed from the drain.



Galley sink, faucet and drain - photo 1 of 2



Galley sink, faucet and drain - photo 2 of 2

Galley counter and surfaces - C - Serviceable (Finding C-43)

The galley counter and surfaces appeared to be in good condition and were clean.



Galley counter and surfaces

Galley cabinets and storage - C - Serviceable (Finding C-44)

The galley cabinets and storage appeared to be in good condition. The doors opened and closed easily, and the cabinet hinges were solidly affixed.



Galley cabinets and storage

Head(s), Shower and Sanitation



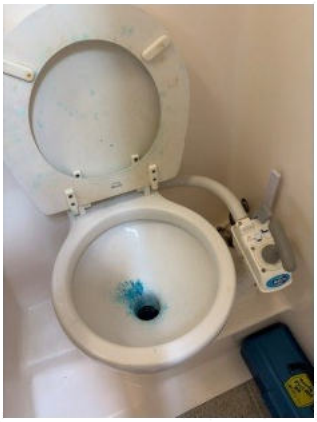
Heads photos - photo 1 of 2



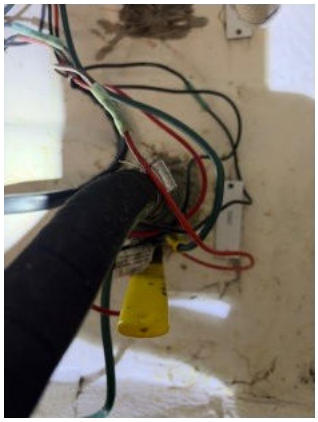
Heads photos - photo 2 of 2

Toilet and seacock - NT - Not Tested (Finding NT-11)

The toilet was not operated, as the vessel was on shore and raw water for flushing was unavailable. Operation should be confirmed once the vessel is launched.



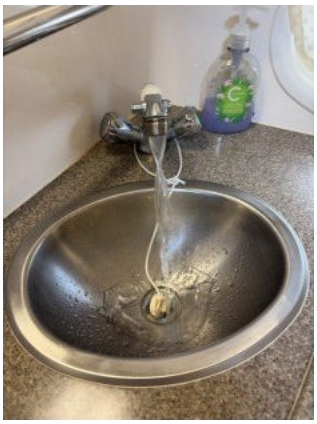
Toilet and seacock - photo 1 of 2



Toilet and seacock - photo 2 of 2

Head faucet, sink and drain - NT - Not Tested (Finding NT-12)

The head faucet taps turned easily and provided good flow. The drain was not accessible and could not be inspected.



Head faucet, sink and drain

Head shower and sump pump - B - Needs Attention (Finding B-8)

The sump pump serving the head shower had been removed, and water drained directly into the bilge. The shower sump pump should be replaced to prevent water, grease, and other matter from entering the bilge. The amidships bilge pump would not pump the water because a hole next to the pump allowed water to drain to the adjacent section of the bilge. The purpose of this hole should be investigated and any required corrective action undertaken.



Head shower and sump pump - photo 1 of 2

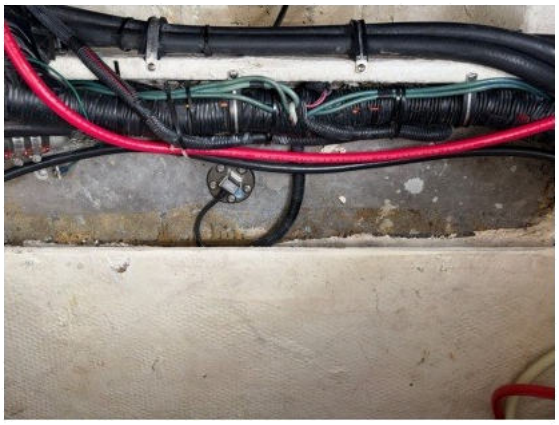


Head shower and sump pump - photo 2 of 2

Fuel, Water and Waste Systems

Fuel tank - C - Serviceable (Finding C-45)

The single fuel tank was constructed of aluminium, and the correctly rated SAE fuel hose appeared in good condition with two hose clamps at all connections.



Fuel tank - photo 1 of 3



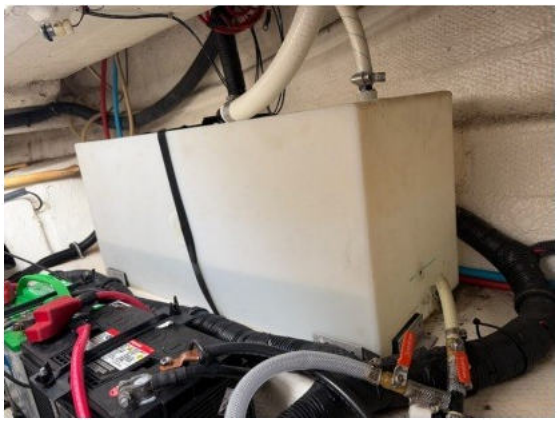
Fuel tank - photo 2 of 3



Fuel tank - photo 3 of 3

Freshwater tank and plumbing - C - Serviceable (Finding C-46)

The freshwater tank on the port side of the engine bay was constructed of polyethylene and was connected with potable-water-grade plumbing. The tank and plumbing appeared to be in good condition, and no leaks were observed.



Freshwater tank and plumbing

Freshwater pump and accumulator - C - Serviceable (Finding C-47)

The Jabsco freshwater pump, model 31395-0092, serial [redacted] functioned normally and showed no sign of leaking.



Freshwater pump and accumulator

Hot water tank - C - Serviceable (Finding C-48)

The Atwood EHM6-SM hot water tank, serial number [redacted] was located in the forward port portion of the engine bay. The tank had proper wiring, and its temperature and pressure relief valve was routed away from electrical components. No leaks were observed, and the tank was heated by 120-volt power and/or engine coolant recirculation. Water heated when the unit was energized.



Hot water tank - photo 1 of 2



Hot water tank - photo 2 of 2

Black water tank and plumbing - C - Serviceable (Finding C-49)

The black water tank on the starboard side of the engine bay was polyethylene and appeared to be in good condition. The sanitary hose and connections were proper, and the tank was clean with no odour noted.



Black water tank and plumbing

Engine, Generator and Drive

The conclusions in this section are limited to observations from a visual, non-invasive survey. Mechanical diagnosis, compression testing, oil analysis, service recommendations, and confirmation of mechanical serviceability should be provided by a qualified marine mechanic where required.

Nameplate photographs



Engine nameplate

Recorded nameplate data
Engine: Mercury MerCruiser MCM MX 6.2 MPI



Engine and generator photos

Engine hours

704 hours



Engine hours

Engine oil - C - Serviceable (Finding C-50)

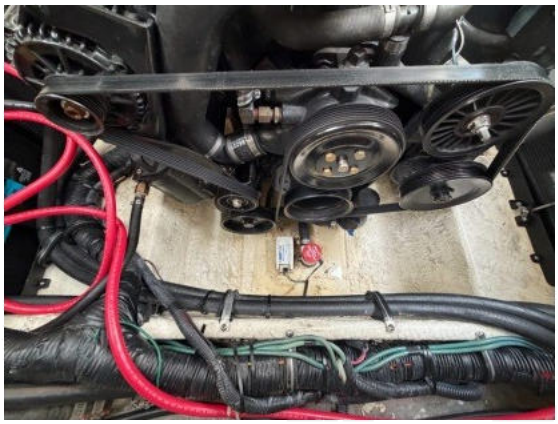
The engine oil appeared to be at the correct level and clean.



Engine oil

Belts and pulleys - C - Serviceable (Finding C-51)

The belts had approximately the correct tension and were free of fraying. The condition of the belts and pulleys should be checked during regular maintenance.



Belts and pulleys

Engine mounts - C - Serviceable (Finding C-52)

The engine mounts appeared to have no visible cracking or degradation.



Engine mounts - photo 1 of 2



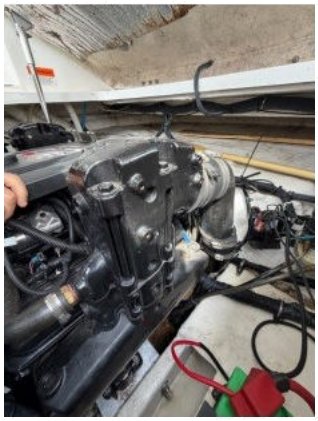
Engine mounts - photo 2 of 2

Manifolds and risers - C - Serviceable (Finding C-53)

The manifolds and risers had no visible leakage or corrosion at the joints.



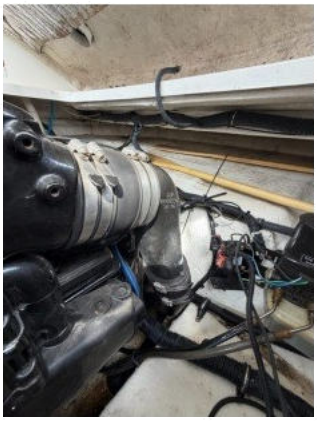
Manifolds and risers - photo 1 of 2



Manifolds and risers - photo 2 of 2

Exhaust condition - C - Serviceable (Finding C-54)

The marine exhaust hose appeared to be proper for the application and showed no signs of degradation or cracking. Two hose clamps were fitted at all connections.



Exhaust condition - photo 1 of 2



Exhaust condition - photo 2 of 2

Electrical - DC / AC / Shore Power

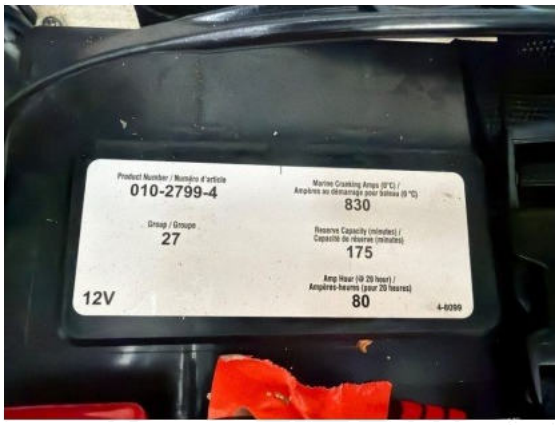
Electrical observations are limited to a visual, non-invasive survey and should be verified by a qualified marine electrician where noted. This limitation applies to the electrical findings in this section.

House battery(ies) - C - Serviceable (Finding C-55)

The two house batteries connections appeared tight, the batteries were properly restrained with movement limited to less than half an inch, and the positive battery terminals were properly protected.



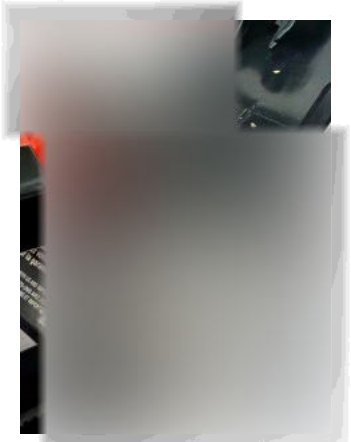
House battery(ies) - photo 1 of 4



House battery(ies) - photo 2 of 4



House battery(ies) - photo 3 of 4



House battery(ies) - photo 4 of 4

Starter battery(ies) - C - Serviceable (Finding C-56)

The starter battery connections appeared tight, the batteries were properly restrained with movement limited to less than half an inch, and the positive terminals were properly protected.



Starter battery(ies) - photo 1 of 2



Starter battery(ies) - photo 2 of 2

Battery selector / combiner / VSR / ACR - C - Serviceable (Finding C-57)

The battery selector / combiner / VSR / ACR appeared to function properly.



Battery selector / combiner / VSR / ACR

Battery ventilation - C - Serviceable (Finding C-58)

The battery compartment had sufficient ventilation.

Wire bundling and support - C - Serviceable (Finding C-59)

The wiring was properly bundled and supported.

12V DC panel - C - Serviceable (Finding C-60)

The 12V DC panel was located at the helm, and all switches functioned properly.



12V DC panel

120V AC panel - C - Serviceable (Finding C-61)

The 120V AC panel switches and lights functioned properly.



120V AC panel

120V AC voltmeter - C - Serviceable (Finding C-62)

The 120V AC voltmeter functioned normally.



120V AC voltmeter

Reversed polarity - NT - Not Tested (Finding NT-13)

The reverse polarity indicator on the AC panel was not tested.



Reversed polarity

AC outlets - C - Serviceable (Finding C-63)

Five AC outlets were inspected and had correct polarity.



AC outlets - photo 1 of 5



AC outlets - photo 2 of 5



AC outlets - photo 3 of 5



AC outlets - photo 4 of 5



AC outlets - photo 5 of 5

Inverter / charger / converter - C - Serviceable (Finding C-64)

The Progressive Dynamics PD2020 converter/charger was located on the forward wall in the engine bay and appeared to operate properly.



Inverter / charger / converter

Galvanic isolator / isolation transformer - N/A

No galvanic isolator / isolation transformer was installed on this vessel. Suggest installing one to help prevent the galvanic corrosion seen on the outdrive body and anodes.

GFCI / ELCI - N/A

No GFCI / ELCI was installed on this vessel. ABYC standard E-11 requires that an ELCI be installed within 10 feet of the incoming 30 amp power. Although the construction of this vessel may predate this requirement, installation of an ELCI is suggested regardless.

Shore power inlet / receptacle - C - Serviceable (Finding C-65)

The 30-amp shore power connection showed no signs of heat damage or burning.



Shore power inlet / receptacle

Shore power cord / adapters - C - Serviceable (Finding C-66)

The shore power cord and adapters had serviceable connections, with no signs of overheating or burning.



Shore power cord / adapters

INSTRUMENTS, ELECTRONICS AND APPLIANCES

Identity details only. Ratings, notes, and photos are reported in Detailed Survey Findings.

Location	Item	Manufacturer	Model
Cabin and conveniences	Air conditioning	Marine Air Systems	-
Cockpit	Chartplotter	Lowrance	GlobalMap 3500C
Cockpit	Compass	Ritchie	-
Electrical — DC / AC / shore power	Converter/charger	Progressive Dynamics	PD2020
Fuel, water and waste systems	Hot water tank	Atwood	EHM6-SM
Galley and domestic appliances	Microwave	Emerson	MW8780SS
Cockpit	Refrigerator	Dometic	CRX0065
Galley and domestic appliances	Refrigerator	Dometic	CRX0065
Cabin	Speakers	-	-
Cockpit	Speakers	Clarion	-
Cockpit	Speakers	Clarion	-
cockpit	Speakers	Clarion Marine	-

Location	Item	Manufacturer	Model
Cockpit	Stereo controller	Clarion	CMRC1
Cockpit at swim platform	Stereo controller	Clarion	CMRC1/MW1 family
cabin	Stereo controller	Clarion	M455A
Galley and domestic appliances	Stove	Kenyon	-
Cabin and conveniences	Television	Pyle	-
Cockpit	Trim-tab controls	Lenco	-
Cockpit	VHF radio remote microphone	Standard Horizon	-
Deck and coachroof	Windlass	Simpson-Lawrence	Horizon 600 Series
Cockpit	Windlass control switch	Simpson Lawrence	-

SAFETY EQUIPMENT - TC TP 511

Vessel class: power - Length bracket: Over 9 m, not over 12 m LOA (29'6.3"-39'4.4"). Per Transport Canada TP 511E Safe Boating Guide and Small Vessel Regulations.

Ten of 13 items were recorded as on board. Three items require attention.

Personal lifesaving appliances

Approved PFD or lifejacket for each person on board - On board

Requirement: 1 per person



Approved PFD or lifejacket for each person on board

Reboarding device - On board

Requirement: 1

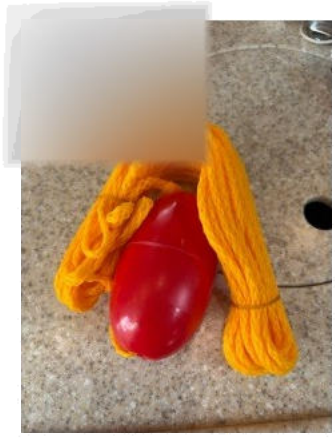
Required when a person must climb more than 0.5 m to reboard from the water.



Reboarding device

Buoyant heaving line - minimum 15 m - On board

Requirement: 1



Buoyant heaving line - minimum 15 m

Lifebuoy attached to buoyant line - minimum 15 m - Not verified

Requirement: 1

Visual signals

Watertight flashlight - On board

Requirement: 1



Watertight flashlight

Flares or eVDSD alternative - Observed but not serviceable

Requirement: 12 flares with no more than 6 smoke signals, or 1 eVDSD plus 1 smoke signal

Flares may be reduced or replaced only where Transport Canada allows the listed communication-device or eVDSD alternatives.



Flares or eVDSD alternative - photo 1 of 2



Flares or eVDSD alternative - photo 2 of 2

Vessel safety equipment

Anchor with minimum 30 m cable, rope, or chain - On board

Requirement: 1

Small Vessel Regulations s. 206 lists this minimum for pleasure craft more than 9 m but not more than 12 m. TP 511 anchoring guidance also states anchor, chain, and line should suit vessel size, water depth, and location conditions.



Anchor with minimum 30 m cable, rope, or chain

Manual bilge pump or bilge-pumping arrangements - On board

Requirement: 1



Manual bilge pump or bilge-pumping arrangements - photo 1 of 2



Manual bilge pump or bilge-pumping arrangements - photo 2 of 2

Navigation equipment

Sound-signalling device or appliance - On board

Requirement: 1



Sound-signalling device or appliance - photo 1 of 2



Sound-signalling device or appliance - photo 2 of 2

Navigation lights per Collision Regulations - On board

Requirement: 1 set

Required when used after sunset, before sunrise, or in periods of low visibility.



Navigation lights per Collision Regulations - photo 1 of 4



Navigation lights per Collision Regulations - photo 2 of 4



Navigation lights per Collision Regulations - photo 3 of 4



Navigation lights per Collision Regulations - photo 4 of 4

Magnetic compass - On board

Requirement: 1

Not required if the boat is 8 m or less and operated within sight of navigation marks.



Magnetic compass

Radar reflector - Not sighted

Requirement: 1

Carry a radar reflector or equivalent radar-detection means where practicable under Collision Regulations Rule 40. An exception applies only where operation is in limited traffic, by daylight and in favourable conditions and the reflector is not essential for safety, or where small size or operation away from radar navigation makes compliance impracticable. No exception is established by the inspection alone.

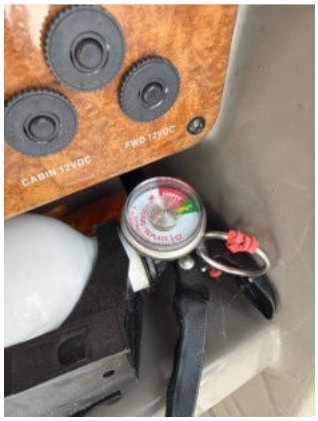
Fire-fighting equipment

Fire extinguisher - 10BC - On board

Requirement: 1 if equipped with a motor. One additional 10BC extinguisher is required if equipped with a fuel-burning cooking, heating, or refrigerating appliance.



Fire extinguisher - 10BC - photo 1 of 3



Fire extinguisher - 10BC - photo 2 of 3



Fire extinguisher - 10BC - photo 3 of 3

Carbon monoxide safety

Carbon monoxide detector - On board

Recommended precaution: Use a marine-grade carbon monoxide detector and check its batteries before each trip. Record any installed detector and its condition.

Transport Canada recommends a marine-grade CO detector and regular checks as a precaution. CO can also accumulate in open deck areas. This precaution is not listed in the TP 511 minimum safety-equipment table.



Carbon monoxide detector

RATING & VALUATION

Overall Condition Rating

Rating System:	BUC Marine Grading System
Assigned Rating:	Above Average
Definition:	Above-average care, extra electrical and electronic gear.
Adjustment Applied:	The assigned condition rating was considered in the final valuation together with observed condition, equipment, location, known history, and the findings in this report.

The Above Average condition rating was assigned for the vessel's age and type, considering its observed condition and equipment, and was subject to correction or verification of the Safety Equipment and Type B (Needs Attention) findings listed in this report.

Valuation Methodology

The surveyor's recorded valuation rationale follows. Source guide values and comparable asking prices are presented separately.

The vessel was rated Above Average under the BUC condition scale. The BUC geography and market basis were Great Lakes / Ontario freshwater / Freshwater. BUCValuPro indicated USD - USD priced brokerage comparables were reviewed, with asking prices from USD - USD and a median asking price of USD Listings without a stated asking price are excluded from the comparable range. The concluded fair market value of USD reflects the BUCValuPro indicated range, priced asking-price comparables, observed condition, equipment, location, engine hours where known, freshwater/saltwater history where known, and the findings in this report. Asking-price comparables are factored in as market indicators, not as confirmed sold-price data. Estimated replacement cost was based on BUCValuPro replacement-cost indication.. It is a like-kind-and-quality current replacement benchmark for a new vessel of similar size, construction, propulsion, and equipment, separate from the depreciated fair market value of the inspected vessel and excluding taxes unless otherwise stated.

The concluded Fair Market Value is an as-inspected/as-is opinion. It is not a post-correction value unless expressly stated. Type A (Critical), Safety Equipment, and Type B findings were considered as condition and suitability factors rather than as a completed repair allowance.

Market Data Reviewed

Comparable listings are asking prices only and are not confirmed sold-price data.

Subject vessel propulsion details were stated from the recorded propulsion data. Comparable listing equipment descriptions were retained as listing-source wording only and did not change the subject engine model or rated power.

Comparable listing prices are shown in their listing currency and normalized to USD for the range and median. CAD listings were converted using USD/CAD (Bank of Canada, most recent available business-day rate on or before valuation date rate date September

Vessel	Location	Source	Asking price
Rinker EC	Lefroy, Ontario	unitedcityyachts.com https://unitedcityyachts.com/listing-lan Accessed Not recorded	**CAD** Advertised CAD USD equivalent USD
Context: Unverified asking-price candidate from United City Yachts, listing posted Single MerCruiser MAG / MAG MPI with Bravo III. Hours TBD. Seller claims freshwater use, repainting and a replacement drive in Two years newer and a different engine from Source LOA is ft in including platform. Confirm current availability, price and specifications before using this comparable.			
Rinker Express Cruiser	Tilbury, Ontario	YachtWorld Accessed Not recorded	**CAD** Advertised CAD USD equivalent USD
Context: Unverified asking-price candidate from St. Clair Boat Sales, listing Original asking price is CAD Single MerCruiser MAG, advertised hp. Table states hours while prose says under Exact outdrive model and water-use history are unconfirmed. Header location is Tilbury. Narrative says Lighthouse Cove / Chatham. One year newer and a different engine from Advertised LOA ft in. Confirm current availability, price and engine details before use.			
Rinker Express Cruiser	North Beach, Maryland, USA	boats.com Accessed Not recorded	**USD** Advertised USD
Context: Unverified asking-price candidate from Knot Yacht Sales, listing North Beach, Maryland. Original asking price USD Seller reports a single MerCruiser gasoline sterndrive and a repower. Engine model, power, hours and drive model are not stated. No generator advertised. Water-use history unconfirmed. Narrative LOA is ft in, but the structured page incorrectly shows ft in. Confirm length, engine, current price and availability before using this newer-model-year candidate.			

Appraisal Summary

Overall Condition Rating:	Above Average
Valuation effective date:	
BUCValuPro Indicated Range:	USD - USD
Comparable Listings Reviewed:	priced comparable asking listings
Comparable Asking Range:	USD - USD
Median Comparable Asking Price:	USD
Concluded Fair Market Value:	USD
Fair Market Value in CAD:	CAD rounded from a calculated conversion of CAD
Exchange rate used:	USD/CAD (Bank of Canada, most recent available business-day rate on or before valuation date rate date September
Taxes:	Not included

Valuation Opinion and Suitability Statement

Based on the observations and limitations in this report, the Fair Market Value stated above is an as-inspected opinion for Subject to the observations and limitations in this report, the vessel is considered reasonably suitable for its intended use. Any recorded deficiencies in required safety equipment require correction, verification, or serviceability confirmation before operation. Separately identified recommended precautions should be addressed as described in their findings. Type B findings require scheduled correction or further verification in the priority stated in this report. Other noted deficiencies should be addressed in normal priority order and good marine maintenance practice.

SURVEYOR'S CERTIFICATION

Regarding the vessel surveyed on and this report dated I certify that to the best of my knowledge and belief, the statements of fact contained in this report are true and correct. The analyses, opinions, and conclusions 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. My compensation is not contingent on any finding contained herein.

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed. Acceptance and use of this report acknowledges the client's understanding that Kiki Marine does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission. The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions. Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

KIKI MARINE

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Signed: [redacted]