

THOMAS VANDERMAAS
MARINE SURVEY AND CONSULTANT

2001 SEA RAY 290 BOW RIDER

"S of MIND"



MEMBER OF THE SOCIETY OF ACCREDITED MARINE SURVEYORS
MEMBER AMERICAN BOAT & YACHT COUNCIL

Report of Marine Survey

Of The Vessel

"S of MIND"

2001 SEA RAY 290 BOW RIDER

Conducted by

THOMAS VAN DER MAAS A.M.S., LLC.

PREPARED FOR



June 25, 2026

**MEMBER OF THE SOCIETY OF ACCREDITED MARINE SURVEYORS
MEMBER AMERICAN BOAT & YACHT COUNCIL**

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of [REDACTED], the attending surveyor did attend onboard the 2001 SEA RAY 290 BOW RIDER, "S of MIND" beginning on , JUNE 25, 2026 where an "out-of-the-water-survey" WAS conducted at , SAFE HARBOR DETROIT

DETROIT, MICHIGAN. The Hull Identification Number (**SERT7943K001**) WAS verified from the transom. The reason for the survey, was to ascertain the Physical Condition and Value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	26020
SURVEY PREPARED FOR:	[REDACTED]
NAME OF VESSEL:	"S of MIND"
TYPE OF SURVEY:	CONDITION AND VALUE APPRAISAL.
OVERALL VESSEL RATING:	**** AVERAGE
ESTIMATED MARKET VALUE:	\$34,000.
BUILDER:	SEA RAY BOATS KNOXVILLE, TENN.
MODEL YEAR:	2001
MODEL OF VESSEL:	290 BOW RIDER
HULL IDENTIFICATION NUMBER (HIN):	SERT7943K001
HAILING PORT:	\$34,000.
STATE REGISTRATION NUMBER:	MC 5209 SS
PLACE OF SURVEY:	[REDACTED] DETROIT, MICHIGAN
DATE/TIME OF SURVEY:	June 25, 2026
HULL MATERIAL:	FRP (FIBER REINFORCED PLASTIC)
HULL TYPE:	DEEP-V PLAINING HULL WITH HARD CHINE'S, AND FLARED BOW.
LENGTH OVER ALL (L.O.A.):	29' 6"
BEAM:	9; 8;;
DRAFT:	3' 1"
NET TONS:	WEIGHT 7,700#
PROPULSION SYSTEM:	TWIN (2) MERCUISER 5.7 LITRE EFI V-8 BRAVO-ONE STERN DRIVE ENGINES.

II. GENERAL INFORMATION

FUEL TYPE:	GASOLINE
FUEL CAPACITY:	130 GALLONS
AC POWER:	125 VOLT 30 AMP.
DC POWER:	12 VOLT
FRESH WATER CAPACITY:	24 GALLONS
HOLDING TANK:	20 GALLONS
INTENDED USE:	RECREATIONAL

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report 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 USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: 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.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or 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.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

Asterisks * in this General Information section refers to the source of such information as follows:

* **Per Manufacturer's Specifications**

****Refer to Summary and Valuation Section**

*** **Per USCG Documentation**

**** **Per Buc Book, soldboats.com, Power Boat Guide**

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

DEEP-V PLAINING HULL WITH FLARED BOW, HARD CHINE'S AND 21 DEGREES DEADRISE AFT.

MATERIAL:

FRP (FIBER REINFORCED PLASTIC)

EXTERIOR HULL:

BLACK AND WHITE GELCOAT.

NO IMPACTS SIGHTED.

GELCOAT IN GOOD CONDITION.

PORTLIGHTS:

ONE (1) OPENING PORT HOLE WITH A SCREEN.

BULKHEADS:

ATHWART SHIP REINFORCEMENT BY ENHANCED BULKHEADS BONDED TO THE HULL WITH FRP. NO SIGNS OF STRESS CRACKING.

STRINGERS:

MAIN HULL STIFFNESS PROVIDED BY LONGITUDINAL STRINGERS ENCAPSULATED IN FRP.

FIBERGLASS TABBING AND MOTOR MOUNTS APPEAR SOUND AND NO DE-LAMINATION SIGHTED.

COMPLETE INSPECTION NOT POSSIBLE DUE TO LIMITED ACCESS.

TRANSOM:

FIBER REINFORCED PLASTIC WITH A SHOWER FAUCET, TRANSOM LOCKER, TRANSOM DOOR, AND A MOLDED INTEGRATED SWIM PLATFORM.

BILGE:

A DEEP BILGE AREA PROVIDES MOST OF THE BOATS SYSTEMS AND TANKAGE.

GENERALLY CLEAN.

***B.1**

OILY WATER AND DEBRIS FOUND IN BILGE AREA.

CHAIN LOCKER (DRAINAGE):

DRAINAGE OVERBOARD THRU HULL PIPES.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

MOISTURE CONTENT:

READINGS TAKEN WITH A GRP 33 MOISTURE METER

STRINGERS,BOTTOM, TRANSOM (PERCUSSION SOUNDED NO ABNORMALITIES)

BOTTOM 10-12%

TRANSOM 10-15%

HULL 5-8%

SWIM PLATFORM 12%

REFERENCE:

DRY 0-15%

MOIST 16-23%

WET 24-30%

DECK CONSTRUCTION

COCKPIT:

MOLDED FIBERGLASS WITH LAZERET COMPARTMENTS.

HULL-TO-DECK JOINT

TYPE:

HULL HAS A OVERLAPPING FLANGE DESIGN FOR THE DECK JOINT WITH STAINLESS STEEL BOLTS EVERY 8" AND TABBED WITH FRP

FASTENERS:

THRU-BOLTED STAINLESS STEEL SCREWS AND BOLTS ON 8" CENTERS WHERE SIGHTED

BEDDING COMPOUND:

ELASTOMERIC COMPOUND

DECK FITTINGS

SCUPPERS:

COCKPITS AND DECKS DRAIN OVERBOARD.

***B.2**

ENGINE HATCH SCUPPER DRAINS PLUGGED WITH DEBRIS.

CLEATS:

SIX (6) STAINLESS STEEL WELL SECURED AND BEDDED.

BRIDGE DECK

TYPE:

ELEVATED HELM SEAT, BACK TO BACK COMPANION SEAT WITH CENTER ACCESS TO BOW.
AVERAGE CONDITION.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(*continued*)

COCKPIT:

C-SHAPED FACING BENCH TYPE SEATING WITH SNAP-IN CARPETING, TABLE, AND A WET BAR.

BIMINI:

BEIGE BINIMI.

AVERAGE CONDITION.

WINDSHIELD:

ALUMINUM FRAMED WINDSHIELD.

***B.3**

WINDSHIELD WIPER INOPERABLE.

PROPULSION

MAIN ENGINES

TYPE:

TWO (2) FOUR CYCLE V-8 GASOLINE ELECTRIC FUEL INJECTED ENGINES.

MANUFACTURER:

MERCRUISER 5.7 LITRE EFI

SERIAL NUMBERS:

UNKNOWN

HORSE POWER:

260 HP. EACH

INDICATED HOURS:

PORT 1271.7 STARBOARD 1277.2

THROTTLE CONTROLS:

MERCURY DUAL THROTTLES. OPERATED FREELY WITH NO RESTRICTIONS. OUTDRIVE TILT OPERATED UP AND DOWN.

FLAME ARRESTOR:

USCG APPROVED

EMERGENCY SHUT DOWN:

LANYARD WRIST CABLE AT HELM.

ENGINE MOUNTS AND BED:

WELDED ALUMINUM ALLOY FRAMEWORK SUPPORTED BY ENCAPSULATED STRINGERS. THRU-BOLTED WITH ADJUSTABLE MOTOR MOUNTS.

BILGE BLOWERS:

POWERED UP AND COMPLIES WITH CFR 33 SUB CHAPTER K 183.601 THROUGH 183.630 VENTILATION.

EXHAUST SYSTEM:

RAW WATER COOLED UNDERWATER STERN DRIVE EXIT.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

INSULATION:

ALUMINIZED FOAM RUBBER SOUND DEADENING INSULATION IN ENGINE COMPARTMENT.

***C.1**

FOAM SOUND DEADENING MATERIAL BECOMING LOOSE IN ENGINE COMPARTMENT.

ENGINE ALARMS:

LOW OIL PRESSURE AND TEMPERATURE ALARM. AUDIBLE AT HELM STATION.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

GASOLINE

MATERIAL:

ALUMINUM

NUMBER OF TANKS:

SINGLE (1)

TANKS CAPACITY:

130 GALLONS

LOCATION:

MIDSHIP FORWARD OF ENGINES.

FILL PIPE LOCATIONS:

STARBOARD SIDE AFT. CLEARLY MARKED GAS.

HOSE CONNECTIONS, CLAMPS:

CLAMPED WHERE SIGHTED, GRADE J-1527 USCG TYPE A2 HOSE. APPEARS SERVICEABLE. AS PER 33 CFR 183.538

FUEL LINES AND FITTINGS:

FLEXIBLE HOSE TO ENGINE CONNECTIONS. GRADE USCG A-2 J-1527 AS PER 33 CFR 183.538

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

LEAD ACID POWERED 12 VOLT SYSTEM

BATTERIES:

THREE (3) DEKA MARINE MASTER PDP-27 800 MCA

TERMINAL POSTS PROPERLY COVER.

CONDITION OF BATTERIES UNKNOWN.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

BANKS:

TWO (2)

MAIN BATTERY SWITCHES:

GUEST ROTARY SELECTOR. ONE PER BANK.

PANEL:

OVER PROTECTION CIRCUIT BREAKERS. LOCATION AT HELM AND ELECTRICAL PANEL.

TYPE CONNECTORS:

ROUND LUGS: CAPTIVE TYPE

ROUTING/SUPPORT:

WELL ROUTED AND SUPPORTED WHERE SIGHTED WITH CHAFE PROTECTION

CHARGING SYSTEM:

65 AMP. ALTERNATORS ON ENGINES.

CHARGING SYSTEM (BATTERY CHARGER):

PRO-SPORT 20 PLUS AMP. AUTOMATIC

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

(1) 30 AMP INLET PORT SIDE MIDSHIP.

AC SOURCE SELECTOR SWITCH:

AC/MANUAL SELECTOR SWITCH FOR SHORE POWER IN MAIN PANEL.

MAIN BREAKER:

MAIN ELECTRICAL PANEL.

CIRCUIT LOAD MONITORS:

VOLT METER IN MAIN PANEL.

CONNECTIONS (TYPE):

CAPTIVE LUG TYPE.

ROUTING:

WELL ROUTED AND SUPPORTED WHERE SIGHTED.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

CAPACITY:

24 GALLONS

LOCATION:

MIDSHIP UNDER COCKPIT SOLE.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)(continued)

MATERIAL:

POLYETHYLENE

FILL PIPE LOCATION:

STARBOARD SIDE MIDSHIPS. CLEARLY MARKED WATER.

PUMPS:

12 VOLT ON DEMAND DIAPHRAGM TYPE. POWERED UP.

HOSES AND CLAMPS:

PVC PIPE AND REINFORCED PLASTIC TUBING AT VARIOUS AREAS THROUGH OUT VESSEL. APPEARS SERVICEABLE.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

VACU-FLUSH 12 VOLT SYSTEM. POWERED UP.

M.S.D TYPE USCG SYSTEM:

CERTIFICATION TYPE: MSD USCG TYPE III AND HOLDING TANK. AS PER 33 CFR 159.3

PUMP-OUT LOCATION:

PORT SIDE MIDSHIP. CLEARLY MARKED WASTE.

HOLDING TANK:

POLYETHYLENE

CAPACITIES:

20 GALLONS

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

THE SINKS AND BASINS ON THIS VESSEL DRAIN OVERBOARD IN NEAR VICINITY OF SPECIFIC LOCATION

STEERING SYSTEM

STEERING SYSTEM

TYPE:

TELEFLEX CABLE WITH HYDRAULIC ASSIST OPERATED FREELY WITH NO RESTRICTIONS.

LINES AND FITTINGS:

REINFORCED FLEXIBLE HOSE, WITH METALLIC FITTINGS.

ACTUATOR CYLINDER:

SEALS APPEAR TIGHT, NO SIGNS OF FLUID SEEPAGE.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM(*continued*)

MOUNTING:

CYLINDER AND RAM ACTUATOR ARE WELL SECURED. HULL MOUNTED BRACING APPEARS ADEQUATE.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

DANFORTH STYLE

RODE MATERIAL:

1/2" THREE BRAID NYLON AND 5/16" CHAIN LENGTH UNKNOWN. PROPERLY SECURED IN ANCHOR LOCKER.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

RAYTHEON MODEL RAY 210. POWERED UP.

***A.1**

VHF RADIO MICROPHONE REMOVED.

CHART PLOTTER:

GARMIN GPS MAP 498. POWERED UP.

AUTOHELM:

RAYMARINE SMART PILOT ST 6002. POWERED UP.

DEPTH SOUNDER:

LOWRANCE 3500. POWERED UP.

COMPASSES:

RITCHIE DASH MOUNT.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

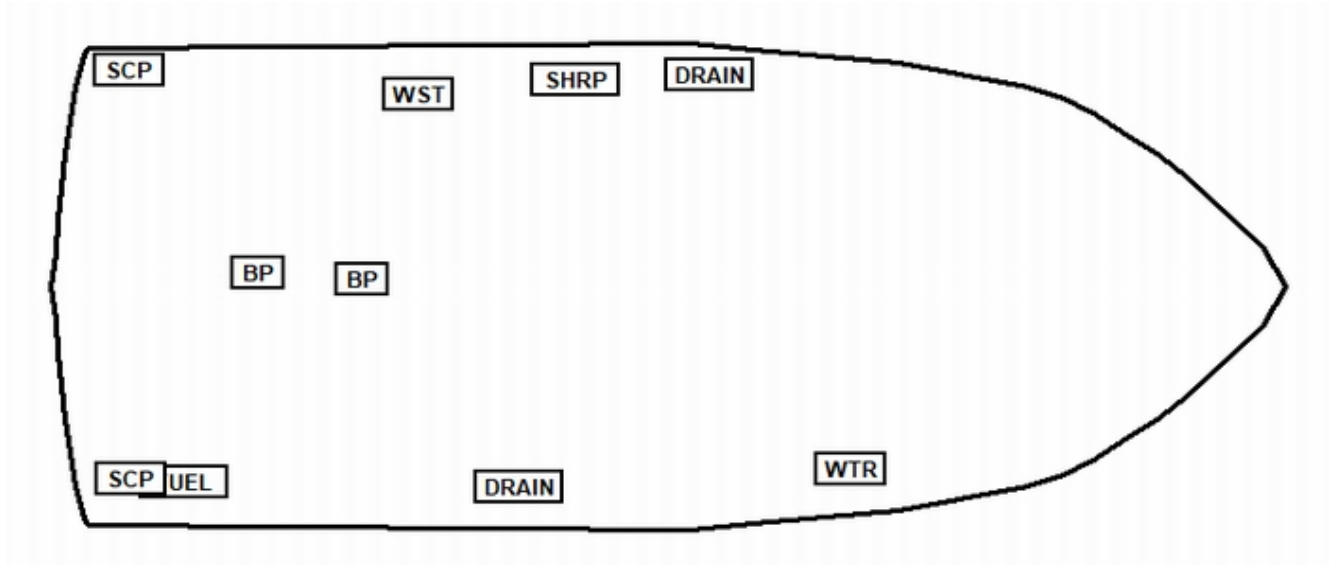
CLARION STEREO/ CD PLAYER SYSTEM. POWERED UP.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pumps
DRAIN	DRAIN
FUEL	FUEL
SCP	SCUPPERS
SHRP	SHOREPOWER
WST	WASTE
WTR	WATER

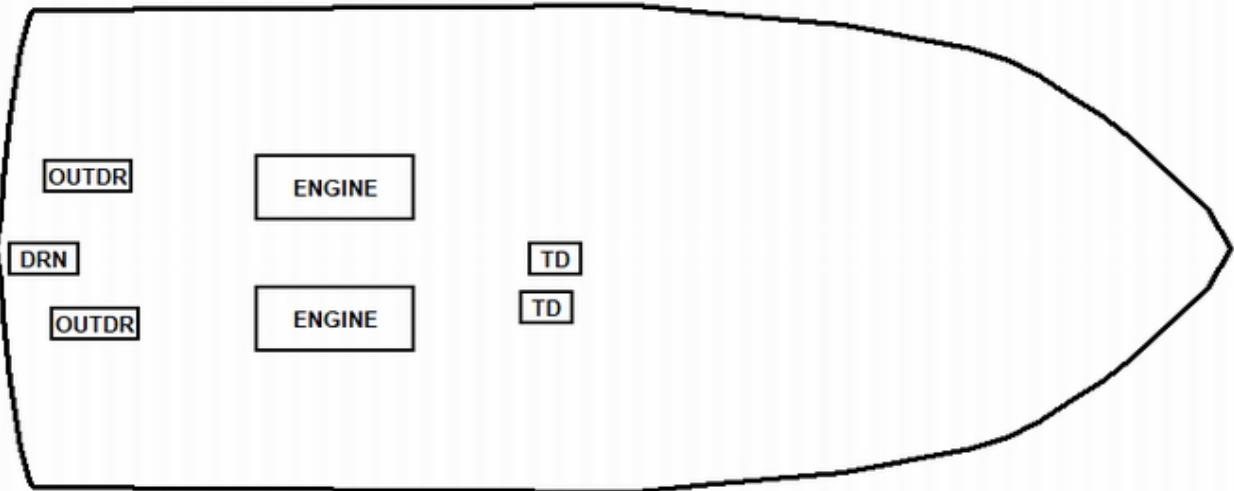
**** Red Icon(s) with white text indicates inoperable item.**

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
DRN	DRAIN
ENGINE	Engine
OUTDR	OUTDRIVE
TD	Transducer

**** Red Icon(s) with white text indicates inoperable item.**

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

THE BONDING IS WELL ESTABLISHED WHERE SIGHTED.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

NONE SIGHTED

***A.2**

USCG REQUIRES AN APPROVED PERSONAL FLOTATION DEVICE FOR EVERYONE ONBOARD.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

NUMBER OF THROWABLE PFD'S:

ONE (1) TYPE IV USCG APPROVED.
USCG REQUIRED.

FIRE EXTINGUISHERS:

TWO (2) USCG APPROVED HAND HELD TYPE B-C SIZE 1. WITH GAUGES.

SOUND DEVICES:

HORN. POWERED UP

FLAME ARRESTORS:

USCG APPROVED

POWER EXHAUST BLOWERS:

POWERED UP.

NAVIGATION LIGHTS:

ALL OPERATIONAL.

"NO OIL DISCHARGE" PLAQUE:

PROPERLY DISPLAYED

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

SEAFIRE 1301 HALON AUTOMATIC W/GAUGE

MAN OVERBOARD SYSTEM:

LADDER ON SWIM PLATFORM

BILGE PUMPS

LIST:

TWO (2) ATWOOD V-1250 WITH HIGH AND LOW WATER FLOAT SWITCHES. POWERED UP.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

COUNTER ROTATING THREE BLADE STAINLESS STEEL.

PORT 48-16317 19" PITCH

STARBOARD 48-16316 19" PITCH

GOOD CONDITION.

TRIM TABS:

BENNETT HYDRAULIC TRIM TABS OPERATED NORMALLY. FLUID RESERVOIR AT NORMAL LEVEL.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

OUTDRIVES:

MERCRUISER BRAVO-ONE

NO GALVANIC CORROSION SIGHTED.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

NONE SIGHTED

CONDITION OF BOTTOM PAINT:

BOTTOM WELL PAINTED. GOOD CONDITION.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 12) VHF:

FINDINGS	RECOMMENDATIONS
VHF RADIO MICROPHONE REMOVED.	REPLACE MICROPHONE CORD.

A.2 (PAGE 14) NUMBER AND TYPE OF PFD'S:

FINDINGS	RECOMMENDATIONS
USCG REQUIRES AN APPROVED PERSONAL FLOTATION DEVICE FOR EVERYONE ONBOARD.	COMPLY WITH USCG SAFETY REGULATIONS.

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 6) BILGE:

FINDINGS	RECOMMENDATIONS
OILY WATER AND DEBRIS FOUND IN BILGE AREA.	CLEAN BILGE AREA TO PREVENT BILGE PUMP CLOGGING.

B.2 (PAGE 7) SCUPPERS:

FINDINGS	RECOMMENDATIONS
ENGINE HATCH SCUPPER DRAINS PLUGGED WITH DEBRIS.	REMOVE DEBRIS TO ALLOW WATER TO DRAIN OVERBOARD AND NOT INTO BILGE.

B.3 (PAGE 8) WINDSHIELD:

FINDINGS	RECOMMENDATIONS
WINDSHIELD WIPER INOPERABLE.	REPLACE WIPER BLADE AND ARM.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 9) INSULATION:

FINDINGS	RECOMMENDATIONS
FOAM SOUND DEADENING MATERIAL BECOMING LOOSE IN ENGINE COMPARTMENT.	RE-ATTACH FOAM WITH ADHESIVE OR REPLACE WITH NEW.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

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

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

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

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$34,000 Dollars

Thirty Four Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "S of MIND", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **JUNE 25, 2026** and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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

ATTENDING SURVEYOR:


THOMAS VANDERMAAS A.M.S.
MEMBER OF: S.A.M.S., A.B.Y.C.



THOMAS VAN DER MAAS A.M.S.

VI. PHOTOGRAPHS



HULL IDENTIFICATION NUMBER



STERN



BRAVO-THREE DRIVES



COCKPIT

VI. PHOTOGRAPHS



HELM



BOW SEATING



COCKPIT



HELM STORAGE

VI. PHOTOGRAPHS



HEAD AND VANITY



BATTERY SWITCHES AND BREAKERS



PORT ENGINE HOURS



STARBOARD ENGINE HOURS

VI. PHOTOGRAPHS



PORT ENGINE



STARBOARD ENGINE HOURS



BATTERIES



TRIM TAB RESERVOIR

VI. PHOTOGRAPHS



BATTERY CHARGER



FIRE SUPPRESSION SYSTEM



WASTE SYSTEM



WATER TANK

VI. PHOTOGRAPHS



STEREO /CD AND 120 VOLT CONTROL BOARD



ANCHOR AND RODE