

NOTE:

BOAT WAS TRANSPORTED FROM FLORIDA TO OHIO. IN FLORIDA, IT WAS IN STORAGE (2022 - 2023) AND SUFFERED ENGINE WIRING DAMAGE AS A RESULT OF TORRENTIAL RAIN AND POWERFUL STORM SURGES. THIS NECESSITATED THE REPLACEMENT OF THE ENGINES (CURRENT, TWO - 2023 MERCURY VERADO XXL 4-STROKES), WIRING (CURRENT – STRANDED) AND SOME GAUGES. PLEASE REFER TO COMPLETE SURVEY FOR CURRENT VALUATION.



REPORT OF SURVEY (POWER)
FILE #: 403-25

THIS IS TO CERTIFY THAT THE UNDERSIGNED SURVEYOR AT THE REQUEST OF John a
representative of Boat Angel Donations, Phoenix, AZ proceeded on the 22nd of July 2025 to the
residence at [REDACTED] and there did survey the 2022 Aviaara 32 OB
Bowrider, while afloat for the purpose of ascertaining the condition and value of said vessel.

ON EXAMINATION FOUND AS FOLLOWS:

OWNER: [REDACTED] ADDRESS: Port Clinton, OH

WATERS TO BE NAVIGATED: Great Lakes, and its tributaries.

NAME OF VESSEL: n/a PORT OF: Port Clinton, OH

TYPE OF VESSEL: Dual Console with Hardtop MODEL: AV 32 OB MODEL YEAR: 2022

HIN: AVLBA011F122 USCG/STATE# OH 0912 GN 2028 Max SPEED: 48 mph rptd

BUILDERS: Aviaara Luxury Boats WHERE BUILT: Merritt Island, FL

PLACE OF LAY UP: Private Storage, Port Clinton, OH TIME OF LAY UP: Oct/May

HULL:

LENGTH O.A.: 34'4" BEAM: 10' 4" DRAFT: 3'1"

FRAMES: longitudinal/ transverse, variable, FRP covered

TOPSIDE: sandwich construction FRP hullsides

BOTTOM: sandwich construction FRP, painted with white anti-foulant

DECK: sandwich construction FRP covered

BULKHEADS: composite variable/ FRP integral liner

HULL LAYOUT: Dual console, bowrider, Hardtop over helm, large cockpit

CONDITION OF HULL: Good

PROPELLER MATERIAL: SS MAKE: Mercury 4 Blade SIZE: 13 x 24

PROPELLER CONDITION: good RUDDER CONDITION: Outboard

SHAFT MATERIAL: Stainless Steel CONDITION: good

CONDITION OF LOGS/STRUTS: unable to rotate shafts. Boat afloat

RUNNING AND STANDING GEAR:

ANCHORS: Lewmar plow TACKLE: Nylon rode, chafe chain CONDITION: good

DOCK LINES CONDITION: good FENDERS CONDITION: good

CANVAS: Bow and cockpit cover, & aft shade CANVAS CONDITION: good

RAILINGS CONDITION: good DECK FITTINGS CONDITION: good

SAFETY EQUIPMENT:

FIRE EXTINGUISHERS: 2 TYPE: 1 BC LAST INSPECTED: check

AUTO X SYSTEM: not seen WHEN LAST WEIGHED: n/a

PFDS (TYPE & #) removed LAST INSPECTED: n/a

DISTRESS FLARES: removed EXPIRATION DATE: n/a

COMPASS MAKE: Simrad Digital SIZE: n/a LOCATION: helm

MACHINERY:

P/1300006

MAKE: Mercury MODEL: Verado XXL 4 Stroke SERIAL#: S/130000 H.P.: 300 hp each

LOCATION: aft CYLINDERS: 4.6 L V/8 YEAR BUILT: 2023 TYPE: Twin Outboards

FUEL: gas COOLED BY: water FLAME ARRESTOR: Outboard enclosed

CONDITION OF ENGINES: Visually good HOURS: 47:47

CONDITION OF ENGINE ROOM: good VENTILATION: nat/forced

EXHAUST PIPES CLEAR?: yes, COOLED BY: water CONDITION: Visually good

BILGES: dry OIL DISCHARGE PLACARD: not found

SEACOCK MATERIALS: bronze TYPE: seacocks CONDITION: not tested

TRANS: Outboards BILGE PUMPS: Rule GPH: Variable

BATTERIES: 4 SECURED: bracketed and covered posts WIRING: stranded

TANKS

FUEL: gas SHAPE: rectangular TANK MATERIAL: aluminum

CAPACITY: 179-gals LOCATION: aft under cockpit VENTILATION: nat/forced

VENTS SCREENED: yes TYPE OF CAP: metal LOCATION: gunwale both sides

FILL LINES: rubber FILL LINES BONDED: yes FEEDLINES: rubber

OVERFLOW LINES: rubber SHUT OFF VALVES: not seen TANK BONDED: yes

WATER CAPACITY: 21-gal SHAPE: Fitted LOCATION: forward of helm

WATER HEATER SIZE: n/a LOCATION: n/a CONDITION: n/a

HOLDING TANK SIZE: 19-gal LOC: under helm OVERBOARD DISCHARGE: No

WIRING AND ELECTRICAL:

SHORE POWER CONNECTION: reported SHORE POWER CABLE: not seen

WIRING PROPERLY SUPPORTED: yes, TYPE OF WIRING: stranded

TYPE OF CONNECTORS: spade/butt BONDING SYSTEM: installed

OTHER EQUIPMENT (Grouped by Location/Function)

ELECTRONICS:

Triple Display Dash Mercury Avira // SIMRAD engine monitors interfaced.

GPS Chartplotter Sonar Garmin displays Interfaced.

VHF Radio Garmin with distress

Marine Stereo, & remote

DECK GEAR AND HARDWARE:

Joystick Helm Skyhook // Custom Hardtop

Anchor windlass Lewmar with remote

Anchor washdown fresh & raw water

Trim tabs w/indicators // Dual horns

Swim platform with ladder, Bow pulpit with anchor roller

AMENITIES:

enclosed head with holding tank

Retractable Sunshade aft

2 teak tables // Sea Dek flooring material

ENGINE ACCESSORIES:

Trim tabs with indicators Lenco

3 Battery switches Blue Seas

Battery charger hydraulic steering

Shore power 50 amp with cable on reel

THIS VESSEL IS TO BE USED FOR: Pleasure

THIS VESSEL DOES COMPLY WITH APPLICABLE NFPA, ABYC and 33CFR.
RECOMMENDATIONS AND REGULATIONS REGARDING GENERAL CONSTRUCTION
AND THE INSTALLATION OF EQUIPMENT.

THIS VESSEL DOES COMPLY WITH ALL APPLICABLE USCG REGULATIONS
REGARDING SAFETY EQUIPMENT AND /OR NOTIFICATIONS FOR VESSELS OF
THIS SIZE AND TYPE.

VALUE:

CURRENT MARKET VALUE: \$360,500.00

ABOVE AVERAGE

Comparison calculations:

Method A: (JD Power Used Boat Price Guide, online 07/22/2025)

With options & condition Low Retail: \$250,435.00 AVERAGE Retail: \$283,890.00

METHOD B: (Current brokerage, by seller listings)

<u>MFG</u>	<u>MODEL</u>	<u>SIZE/YEAR</u>	<u>LISTING PRICE</u>
Aviara	DC 32 OB	32' 2023	\$349,000.00 (FL)
Aviara	DC 32 OB	32' 2022	\$359,995.00 (FL)
Aviara	DC 32 OB	32' 2022	\$297,788.00 (NY)

NARRATIVE

This boat was inspected visually and tested non-destructively for relative condition. No electrical nor mechanical devices were tested or operated. No interior panels, partitions, or coverings were removed for inspection purposes except where (if) specifically noted. The fee paid for this survey is based upon the rate for condition and value.

There is no expressed or implied warranty by issuance of this report. The estimated current market value of this vessel was developed through a review of published listings for similar boats and reported selling prices published in one or more national listing services. Once these figures were established, the condition and equipment of the surveyed boat were considered, and a final figure was established.

I met the boat owner, at the dock, in front of the residence, and he attended the inspection. He appeared very knowledgeable about the boat and the equipment. The boat was inspected while afloat. I began my inspection in the bow, deck, using the methods outlined above. I had readings of dry and solid retorts of the hammer. This area was in very good condition. I inspected the cockpit using the above methods and had readings of dry on the meter and solid retorts of the hammer. I proceeded to inspect the helm station and noted the location of the gauges and the compass in relation to the helm and found it to have above average instrumentation with a satisfactory arrangement, and good visibility from the helm station.

We proceeded into the cockpit and bow and found the boat interior to be in exceptional condition and have above average maintenance evident. I inspected every cabinet, locker, bilge space and void which could be accessed without the use of tools. I inspected the hullsides visually using the above methods I had readings of dry and solid retorts of the hammer. The hullsides appeared to be in visually good condition.

RECOMMENDATIONS:

1. The hull bottom, the transom, and the hullsides should be evaluated after the boat has been hauled.
2. The fire extinguishers need to be professionally inspected, and a dated inspection tag affixed to each. All fire extinguishers, handheld and fixed, should be inspected and tagged annually as recommended by ABYC and NFPA.

Unless otherwise specified neither the electrical nor the mechanical equipment on the surveyed vessel was tested. The value established for the vessel assumes that all the equipment aboard is functional. ABYC (American Boat and Yacht Council Standards and Recommended Practices for Small Craft) NFPA 302 (National Fire Protection Association, publication 302), and 33 CFR (Code of Federal Regulations, #33), may be referenced in this narrative.

The purpose of the references is to indicate the sources of published recommendations and requirements, which can be used to support recommendations in the survey. The source references may also be used to obtain additional information about how certain repairs or corrections should be accomplished.

This survey report is presented and was conducted without prejudice to the rights of any party, policy of insurance or provisions of law concerned. Anchor Marine Surveys, and the attending surveyor hereby certify that they have no present or contemplated future interest in the subject of the survey or any other interest which might tend in any way to prevent a fair and unbiased finding. This report is the best expression of the surveyors' findings and opinions, and the surveyor reserves the right to amend or extend this report upon receipt of additional information.



Steve R. Lain, SAMS

AMS # 618

Marine Surveyor

date: July 24, 2025
at: Toledo, OH
22 photo attachments

