MARINE SURVEY REPORT ABOARD THE VESSEL

2007 MacKenzie Cuttyhunk 26 Bassboat *Scuppers*

MARINE SURVEY INSPECTION & REPORT CONDUCTED BY

CHS Marine Survey, LLC | Yacht & Cargo Inspection
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ABYC® ACMS® BBB® IAMI® NAMS® NAVTECH® & NFPA® Member
1987 Treebark Drive | Charleston | South Carolina 29414 | USA
[redacted]

MARINE SURVEY GENERAL INFORMATION

FILE NUMBER & STATUS	No. 1599 | Complete As Of 06/13/2025
MARINE SURVEY TYPE & DATE OF INSPECTION(S)	Condition & Valuation Survey | 06/09/2025
MARINE SURVEY REPORT PREPARED EXCLUSIVELY FOR	[redacted]
VESSEL YEAR, MAKE, MODEL & HULL IDENTIFICATION NUMBER	2007 MacKenzie Cuttyhunk 26 Bassboat | HIN: USZ00117G707
VESSEL NAME & HAILING PORT	*Scuppers* | *Wando, SC*
USCG DOCUMENTATION NUMBER, GROSS & NET TONNAGE	No. 1202715 | 9 GRT & 7 NRT
MARINE SURVEY INSPECTION & SEA TRIAL LOCATION(S)	[redacted], Charleston, South Carolina 29492 | N/A
MARINE SURVEY DAY WEATHER & SEA STATE CONDITIONS	85°F, mostly sunny, dry, wind SW @ 8 MPH, fair visibility, 76°F seawater, flood tide and calm sea state
VESSEL DESIGNER, BUILDER & HULL NUMBER	Ernest J. MacKenzie | MacKenzie Cuttyhunk Boat Company | Fall River, Massachusetts, USA
HULL MATERIAL, VESSEL TYPE, RIG TYPE & TOTAL SAIL AREA	Mahogany and White Oak wood monohull deep-V cuddy cabin bass powerboat
VESSEL INTENDED SERVICE & CRUISING AREA	Leisure cruising and fishing in inshore waters as per the underwriter
VESSEL SERVICE HISTORIES	Hull, propulsion and electrical service histories were not seen
VESSEL PROPULSION SYSTEM(S)	2010 Steyr 236B188.0 3.2L 212HP inline 6-cylinder 4-stroke turbocharged inboard diesel engine with ZF Hurth HSW450A2 marine transmission
ENGINE SERIAL NUMBER(S) & RUN HOURS	68219155 | 278 hours
VESSEL LENGTH OVERALL & LENGTH OF WATERLINE	26'3'' | Not sighted
VESSEL BEAM, DRAFT & AIR DRAFT	9'11'' | 2'6'' | Not sighted
VESSEL DISPLACEMENT & DEADRISE AFT	6,000 lbs. dry weight | Not sighted

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I. MARINE SURVEY INTRODUCTION
A. VESSEL DESCRIPTION

SCOPE OF MARINE SURVEY

The reason for the marine survey inspection and report was to ascertain the physical condition and value of the vessel for financial purposes. Acting at the request of Joseph Lombardi, the marine surveyor did attend onboard the 2007 MacKenzie Cuttyhunk 26 Bassboat *Scuppers* (26B) beginning on 06/09/2025 between 8:45 AM and 11:45 AM EST for a comprehensive out-of-the-water hulls wetted surface area, keel, marine grade antifouling bottom paint, running gear and onboard inspection while the vessel was secured on jackstands in the service yard at [redacted] Charleston, South Carolina 29492. The 26B was not launched, inspected in-the-water or sea trialed. A mechanical engine survey including oil samples for independent analysis, compression and diagnostic testing was not executed on the Steyr 212HP diesel engine and ZF Hurth marine transmission. The inspection was attended by the marine surveyor only. Survey day weather was 85°F, mostly sunny, dry, wind SW @ 8 MPH, fair visibility, 76°F seawater, flood tide and calm sea state. The purpose of the inspection is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition. This survey report is a record of the condition of the 26B on 06/09/2025 only and is intended solely for the use of Joseph Lombardi.

The inspected 2007 MacKenzie Cuttyhunk 26 Bassboat is named *Scuppers* with a hailing port of *Wando, SC.* The hull identification number (HIN: USZ00117G707), US Coast Guard Documentation Number (No. 1202715) and the ships papers were photographed onboard. Photographic images supplied within this marine survey report were produced with an iPhone 15 Pro 48-megapixel digital camera, represent a true and accurate representation of the subject at the time the image was taken. Readings taken and referenced throughout the body of this marine survey report were taken with a FLIR C5 thermal imaging camera and Tramex Skipper Plus moisture meter, engine temperature readings were taken with a Ryobi Infrared IR002 Thermometer, sound levels were taken with a Rise Pro Meter and a Teslong LED borescope was used for examination of inaccessible spaces.

The marine surveyor cold-checked and visually inspected the Steyr 212HP diesel engine and ZF Hurth marine transmission. Comprehensive hull, propulsion and electrical system service histories were not seen and their warranty statuses are unverified. It is recommended the hull and all systems be inspected, evaluated and serviced by an authorized MacKenzie Cuttyhunk Boat Company dealer, Steyr engine and ZF Hurth marine transmission certified service centers, engine surveyor, qualified marine technician, marine mechanic, electrician, rigger and/or boatyard to determine the condition and operability of all systems. As part of routine and preventative maintenance, hull, propulsion, electrical and rigging systems require constant inspection and service annually or every 100x run hours (whichever comes first) and according to the manufacturer's recommendations.

Certain parts of the hull structure, propulsion and electrical systems may be inaccessible without removal of decks, tanks, bulkheads, headliners, etc. and the vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed boards, anchor, chain, fixed partitions, instruments, clothing and various material fixed or semi-fixed items in the bilges. Locked compartments or otherwise inaccessible areas also preclude inspection. The marine surveyor did not perform drilling of core samples within the hull, marine audio gauging (ultrasonic thickness testing) was not done and is recommended. FRP, wooden and/or metallic structures were evaluated using non-destructive testing methods only, including visual inspection, percussion hammer soundings, moisture readings and thermal imaging. Definitive conclusions cannot be made based solely on non-destructive testing methods. Significant cosmetic, structural and safety issues will be addressed where there is an effect on the value and integrity of the vessel. All deficiencies noted in this marine survey report are observations that may require further scrutiny using destructive testing techniques in order to properly identify and repair.

All thru-hulls, backing plates, seacocks, hoses, hoseclamps, sea-strainers, sea-chests, keel coolers, above and underwater fittings were visually inspected, activated and tested by hand pressure only, where accessible. Any reference to stainless-steel, bronze or alloy metals is a color reference as the true metallurgy cannot be determined without laboratory testing. Complete analysis of the vessel propulsion, electrical and structural support systems require the services of a certified mechanic, electrician and naval architect. Propulsion, electrical and mechanical systems were visually inspected, photographed, tested for power-up capability and not disassembled. No reference or information should be construed to indicate evaluation of the internal condition of the electrical system's operating capacities. Defects noted in the report are reflections that may require follow-up evaluation. Internal engine and hull deficiencies may be undetectable during the inspection process, which the marine surveyor is not responsible for.

The marine surveyor is unable to comment on the condition of inaccessible areas of tankage systems, including tank interiors for the fuel, freshwater, greywater and marine sanitation device systems. The marine survey report of a sailing vessel should not be considered a comprehensive rigging inspection and the marine surveyor did not go aloft. All rigging system equipment and sails were visually inspected from deck-level only. Contact a qualified rigging surveyor, skilled rigger and sailmaker concerning the condition of standing and running rigging systems, sails, routinely inspect, service, tune and replace as needed. This marine survey report represents the condition of the inspected vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. The marine surveyor makes no determination and expresses no opinion of the vessel's stability.

Vessel findings and recommendations have been divided into three sections at the end of this marine survey report. Findings noted under **A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS** should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Faults noted under **B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION** and **C. MARINE SURVEYOR NOTES** are secondary findings that should be addressed in order to maintain standards and help the vessel retain its value. Undetected deficiencies aboard the 2007 MacKenzie Cuttyhunk 26 Bassboat *Scuppers* not included in this marine survey report may exist, which the marine surveyor is not responsible for.

CONDUCT OF SURVEY

The mandatory standards promulgated by the US Coast Guard, under the authority of Title 46 United States Code: Title 41 and Title 46, Code of Federal Regulations and the voluntary standards and recommended practice of the ABYC® have been used as guidelines in the conduct of this survey but complete compliance with such standards varies with the intended service of the vessel and is not guaranteed. This report is issued for the exclusive use of the individual(s), financial institution(s) and/or insurance company(ies) as may be specifically identified (named) upon this marine surveyor's report and may contain information that is privileged and/or confidential and the document is nontransferable. In the event that the marine surveyor is called upon, after rendering this survey report to explain, modify or supplement the report, its contents or should the marine surveyor be called upon to render expert advice, testimony or to provide survey expertise in any dispute in litigation, the marine surveyor will be compensated by the owner/insured accordingly.

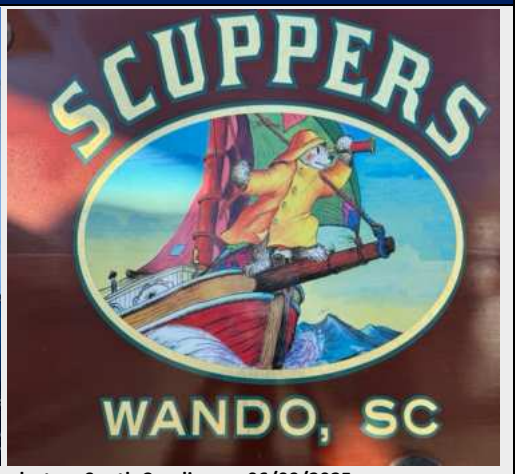
LIMITED LIABILITY

The inspection, which is the subject of this marine survey report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this marine surveyor is not a structural/ electrical engineer, laminate technician, shipwright, naval architect, engine mechanic, plumber, marine electrician or electrical engineer and nor does he possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment. In no event shall the legal liability of the undersigned exceed half the fee paid for the inspection and marine survey report, regardless of claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty or otherwise. Hidden flaws and latent defects which could not be determined given the limitations set forth herein are not covered by this marine survey report. Further evaluation by qualified specialists for in-depth analysis is recommended on the hull, propulsion, rigging and electrical systems. The marine surveyor should not be held liable or accept any responsibility for any subsequent failures to the vessel, hull, engine(s), electrical and rigging systems that might occur on or beyond survey day. The marine surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this marine survey report. Hidden and undetected deficiencies aboard the examined vessel not included in this survey report may exist, which the marine surveyor is not responsible for.

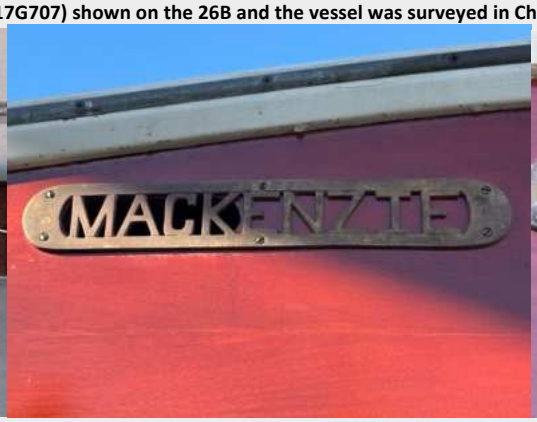
DEFINITION OF TERMS

AC POWER Alternating Current is an electric current which periodically reverses direction produced by shorepower, generators and inverters **AMERICAN BOAT & YACHT COUNCIL** Standards were developed to complement the mandatory standards declared by the US Coast Guard under the authority of the Federal Boat Safety Act of 1971. ABYC Standards & Recommendations are considered to be voluntary but are highly recommended **CREVICE CORROSION** A contained attack on a metal surface at or immediately adjacent to the gap or crevice between two joining surfaces **DC POWER** Direct Current is the unidirectional flow of electrical charge created by batteries **FRP DELAMINATION** Separation of layers of fiberglass cloth and resin from each other or from the core sandwiched between the layers rupturing the surface skin and allows water to enter the laminate, migrate into the core and cause structural defects **DETERIORATING** Without timely service, the system or component will worsen or degrade to a point where the equipment is unusable **GALVANIC CORROSION** Occurs when 2+ dissimilar metals are brought into electrical contact underwater **NORMAL WEAR AND TEAR** Minor cosmetic deficiencies that are the result of normal vessel usage and exposure to normal weather conditions **SERVICEABLE CONDITION** Vessel system, component or structure is fulfilling its function adequately; usable **STRAY CURRENT CORROSION** Metal corrosion that results from an electrical source causing a metal in contact with an electrolyte **STRUCTURALLY SOUND** Non-destructive testing techniques indicate that the structure or component is capable of serving its intended purpose **USCG CODE OF FEDERAL REGULATIONS** is a published codification of the general and permanent rules

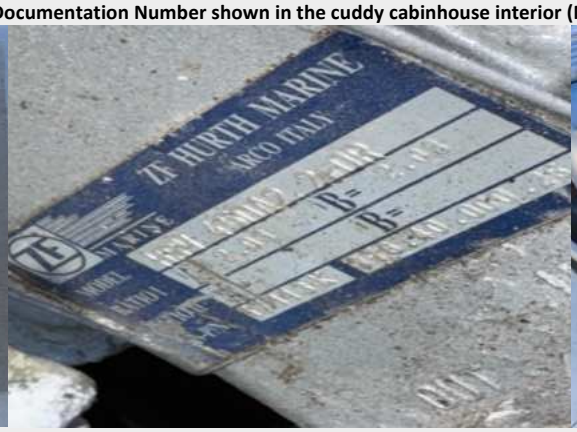
II. VESSEL PHOTOGRAPHS

Hull identification number (HIN: USZ00117G707) shown on the 26B and the vessel was surveyed in Charleston, South Carolina on 06/09/2025



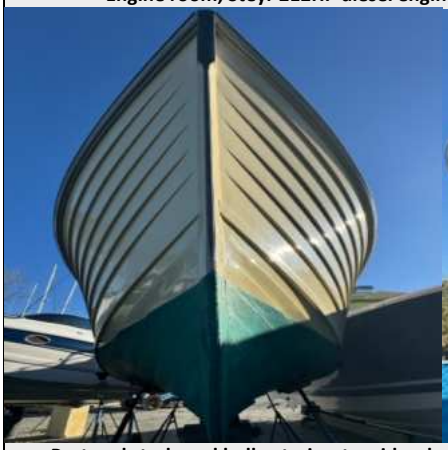
US Coast Guard Documentation Number shown in the cuddy cabinhouse interior (No. 1202715)



Steyr engine and ZF Hurth marine transmission serial number plates



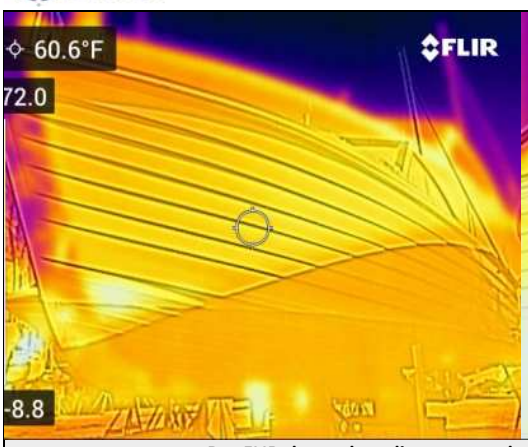
Engine room, Steyr 212HP diesel engine and ZF Hurth marine transmission and Racor diesel fuel-water separating with sightbowl are in serviceable shape

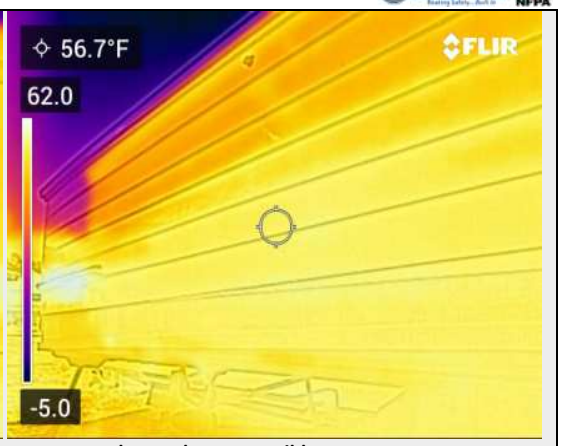


Port and starboard hull exterior, topsides, hulls wetted surface area, keel, stem, planks, fasteners and antifouling bottom paint are in satisfactory structural condition


Transom, engine wet-exhaust, sonar transducer, scuppers, 1.25'' stainless-steel propeller shaft, strut, cutlass bearing, 4-blade propeller and rudder are in practical shape

Dry TRAMEX moisture readings were taken on the hull exterior, interior, on deck and structural support members, where accessible





Dry FLIR thermal readings were taken on the hull exterior, interior, on deck and structural support members, where accessible

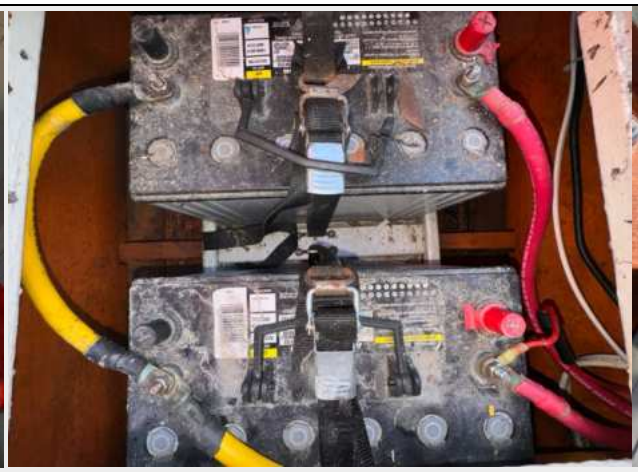


Cockpit, sole, gunwales, coaming, glass windshield panels, engine box, aft control box, foredeck, bimini and cabinhouse are in serviceable condition and structurally sound



Cuddy cabinhouse interior, cushions, 2x diesel fuel tank level gauges, 2x 12V DC Rule-Mate bilge pump, 12V DC power distribution panel and bilges are in practical shape

Kidde dry chemical portable fire extinguisher is fully-charged, 2x 12 DC Rule-Mate 2,000 gallon-per-hour bilge pumps and float switches power on chainlocker is secured


4x US Coast Guard approved type-I adult offshore lifejackets, 2x 12V DC Power-Tec Group 31 AGM batteries and helm station are in serviceable condition


12V DC ICOM IC-M330 fixed VHF marine radio powers on, planks, fasteners, stringers, bulkheads and bilges are in serviceable condition without rot or saturation


1.25” stainless-steel propeller shaft, propeller shaft seal, bronze thru-hulls, seacocks, sea-strainer, rubber hoses, hoseclamps, aft station and aft bilge pump power on



Rudder post, bearings, seals, rudder table, steering cables, chain, conductors and hull are in useful overall condition without wear and tear and well-secured

III. HULL & VESSEL SYSTEMS
A. HULL, DECK, INTERIOR & SUPERSTRUCTURE

VESSEL LAYOUT The 2007 MacKenzie Cuttyhunk 26 Bassboat *Scuppers* (26B) is a Mahogany and White Oak wood monohull deep-V cuddy cabin bass powerboat. The cuddy cabin interior is accessed via centerline companionway to starboard of the fully-exposed helm station. Aft cockpit includes engine box and aft controls to port.

HULL TOPSIDES, EXTERIOR FINISH, COATINGS, HULL-TO-DECK JOINT & SPRAY RAILS The port and starboard ¾'' lapstrake Mahogany and White Oak wood lemon yellow painted hull topsides, coatings, bronze and galvanized iron fasteners and coatings are in serviceable physical and cosmetic shape, well-supported, well-secured and structurally sound for a vessel of this age, size and use. Hull topsides were analyzed for structural loss, deterioration and detached bonding without discovery. Percussion soundings, moisture and thermal readings were verified. Zero indicators of dry-rot, delamination, soft-spots, water intrusion, saturation, voids, acute physical impacts, stress cracks, decay, rot, fractures, pitting, haloing, saltwater corrosion, rust, oxidation, osmotic or paint blistering was discovered. The hull topsides and exterior finish are noticeably clean. **Routine, customary and average cosmetic wear and tear is present throughout the port and starboard ¾'' lapstrake Mahogany and White Oak wood lemon yellow painted hull topsides including minor UV oxidation and isolated flaking paint.***

HULLS WETTED SURFACE AREA, CHINE, BOTTOM PAINT & BARRIER COAT The ¾'' lapstrake Mahogany and White Oak wood hulls wetted surface area, chine and marine grade antifouling bottom paint are in practical physical and cosmetic shape, well-secured and structurally sound without grounding damage. The green ablative marine grade antifouling bottom paint is in bristol shape and ~15% wasted without bare spots, thinly coated areas, paint blisters, water intrusion or marine growth. Age and layup process of the bottom paint is unknown.

KEEL STRUCTURE, KEEL BOLTS, KEEL JOINT, CENTER & DAGGERBOARDS The keel structure is in practical shape and well-supported.

STRINGERS, FRAMING, TABBING, BULKHEADS & FASTENERS Hull stiffness is provided by grid-system white oak stringers and transverse frames on various centers, framing, tabbing and bulkheads that are in serviceable structural shape, fundamentally sound and well-secured, where seen. Structural members were scrutinized for structural loss, deterioration, saturation and detached bonding without discovery. Due to limited access caused by vessel construction, a comprehensive review of the hull, stringers, framing, tabbing, bulkheads and all structural support systems was not accomplished. Core samples, ultrasonic thickness and destructive testing was not performed and fasteners were not pulled for inspection. Internal conditions and service histories of the stringers, framing, tabbing, bulkheads and fasteners are unverified.

BOW AREA & STEM The wood bow area and stem on the interior and exterior are in serviceable overall physical and esthetic condition.

STERN AREA & TRANSOM The wood stern area and transom on the interior and exterior are in serviceable structural shape.

BILGE COMPARTMENTS & LIMBER HOLES The wood bilge compartments and limber holes from stem to stern are in sound cosmetic and physical shape, mostly dry, clean and tangibly sound without major flaws. Limber holes are suitably sized and unobstructed. Bilge compartments and limber holes were inspected for structural loss, deterioration, detached bonding and water saturation, where accessible.

THRU-HULLS, BACKING PLATES, SEACOCKS, HOSES, HOSECLAMPS & SEA-STRAINERS The Groco bronze thru-hull for the Steyr 212HP diesel engine raw-water intake, seacock valves, 2x 12V DC Rule-Mate 2,000 gallon-per-hour bilge pump overboard discharges, backing plates, US Coast Guard approved rubber raw-water cooling system hoses and stainless-steel hoseclamps are in practical shape, unobstructed and operate normally, unless otherwise noted. All seacocks were able to be opened and closed by hand pressure without difficulty, noticeable leaks, haloing, pitting, corrosion, rust, oxidation, pinking to the metals, galvanic or stray current corrosion. Ages, internal conditions and service histories of the thru-hulls, backing plates, seacocks, hoses, hoseclamps and sea-strainers are unverified.

SEA-CHEST, KEEL COOLER, ABOVE-THE-WATERLINE & UNDERWATER FITTINGS The 4x total 3'' diameter stainless-steel above and below-the-waterline fittings are in satisfactory condition, well-supported, unobstructed and without marine growth, pitting or other wear.

HELM STATION There is a single helm station onboard. The fully-exposed mahogany helm station to port and aft controls are in effective structural and cosmetic repair, well-supported and visibility is exceptional for the operator in each direction.

MAIN DECK, SIDEDECKS, COCKPIT, SOLE & NONSKID FINISH The wood main deck, foredeck, aft cockpit and sole with nonskid finishes are in serviceable overall structural and cosmetic condition without abnormal wear and tear, unless otherwise noted.

ANCHOR CHAINLOCKER, LAZARETTE & DECKBOXES The wood anchor chainlocker, deckboxes, lids, latches and hinges are in practical shape, well-supported, structurally sound, mostly clean, open and close routinely without discovery.

CABINHOUSE, INTERIOR, **STORAGE, HEADLINER & VESSEL VENTILATION** The wood cuddy cabinhouse interior including port and starboard settees and headliner are in satisfactory structural and cosmetic condition and ventilation is unobstructed throughout the vessel interior.

SUPERSTRUCTURE, HARD/SOFT-TOP & RADAR ARCH None sighted

ROUTES OF EGRESS, DOORS, COMPANION & PASSAGEWAYS All routes of egress including the companionway, all hinges and latches are in practical shape, well-supported, well-secured unobstructed, open and close routinely.

PORTLIGHTS, BAY WINDOWS & DECKHATCHES None sighted

CAPTAIN'S CHAIR, SETTEES, CUSHIONS, UPHOLSTERY, BEDDING, BOLSTERS & STITCHING The interior settees, cushions, upholstery, bedding and stitching are in serviceable cosmetic condition without mildew, tearing or staining.

WINDSHIELD, WIPERS, BIMINI, DODGER & SUNSHADE The 2x glass windshield panels, tracks, framing, gaskets and bimini with supports are in serviceable structural condition without cracks, water intrusion or other wear.

ISINGLASS ENCLOSURE, BRIGHTWORK, CARPET & BOAT COVER The interior and exterior brightwork finish are in serviceable condition.

ANCHOR PULPIT, SWIM PLATFORM & DAVIT None sighted

GUNWALES, BULWARKS & COAMING The wood gunwales, bulwarks and cockpit coaming are in serviceable superficial and structural shape.
RUB & TOERAILS The rub and toerails with hardware are in working shape, well-supported, bonded and watertight around the vessel.
SCUPPERS & DRAINS All scuppers, deck drains, filters, hoses and hoseclamps are in serviceable shape, unobstructed without wear or leaks.
NOTES Regular wear and tear is present throughout the hull, deck and interior on survey day. The vessel was mostly empty of the owner's belongings. The wood decks are bonded and mechanically fixed to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit. Wood hull, framing and vessel interior is to have been well-maintained and the structural integrity of the vessel was demonstrated upon completion of this inspection. The use of a FLIR C5 thermal imaging camera and Tramex Skipper Plus moisture meter, a visual inspection and percussion soundings on the vessel interior and exterior were successfully performed, zero unsafe defects are present throughout stringers, framing, liners, bulkheads, channels, sealants, bonding agents, decks, cockpit and all structures are well-supported, where accessible.
B. PROPULSION & FUEL SYSTEMS
PROPULSION SYSTEMS 1x 2010 Steyr 236B188.0 3.2L 212HP inline 6-cylinder 4-stroke turbocharged inboard diesel engine with ZF Hurth HSW450A2 marine transmission
ENGINE MANUFACTURER Steyr-Daimler-Puch Motorentechnik | Steyr, Austria
ENGINE SERIAL NUMBERS & RUN HOURS 68219155 | 278 hours
ENGINE NUMBER OF CYLINDERS & WIDE-OPEN THROTTLE RANGE 6x cylinders | Wide-open throttle range is @ 4,000 RPMs
ENGINE DRY WEIGHT, COMPRESSION & GEARCASE RATIOS 1,975 pounds dry weight | 16.3:1 & 2.39:1
ENGINE CONDITION, ENGINE ROOM SPACE, SOUND INSULATION & BLOWER SYSTEMS The Steyr 212HP diesel engine, ZF Hurth marine transmission, engine oil, coolant, transmission fluid and all propulsion systems are in practical shape without fatal pitting, metal wear, fatigue, pinking to the metals, galvanic or stray current corrosion or active fluid leaks throughout the cold-check visual inspection. The engine powerhead, air filter, oil fill, oil lines, oil cooler, dipstick, oil pan, valve covers, spin-on fuel/oil filters, inline fuel filters, flywheel, timing belt, pulleys, belt tensioner, exhaust, manifold, rubber water hoses, fuel pumps, water pump, US Coast Guard approved type-A2 fuel lines, oil lines, gaskets, returns, shut-off valves, hoseclamps, seals, alternator, starter, conductors, harnesses, engine motor mounts, sacrificial zinc anodes and grounding wires are in useful shape without discovery. Engine oil, transmission fluid and coolant fluids are in working shape at suitable levels and not distinctively milky, watery, burnt or contaminated by noticeable metal wear, raw-water or fuel intrusion.
ENGINE SURVEY RESULTS, FLUID ANALYSIS, COMPRESSION & DIAGNOSTIC TESTS A mechanical engine survey including oil samples for independent analysis, compression and diagnostic testing was not executed on Steyr 212HP diesel engine and ZF Hurth marine transmission.
ENGINE CONTROL BOX, SHIFTER, THROTTLE, SYNCHRONIZER & JOYSTICK SYSTEMS The 2x sets of Morse engine remote control top-mount mechanical cable-driven control boxes with shifter and throttle controls on the helm station dash and aft station are in serviceable condition and operated smoothly without corrosion, slipping, hesitation, interruption, resistance, vibrations, knocking or other noticeable run issues.
MARINE TRANSMISSION, STERN, POD, WATERJET & SAILDRIVE SYSTEMS The single ZF Hurth HSW450A2 marine transmission, transmission fluid, dipstick, transmission oil cooler, coupler and components are in serviceable condition without undue wear or other deficiencies.
PROPELLER SHAFT, SHAFT SEAL, DRIPLESS STUFFING BOX & PACKING GLAND SYSTEMS The 1.25'' stainless-steel propeller shaft, PSS dripless propeller shaft seal and components are in practical condition and operated routinely without corrosion or signs of leaks.
PROPELLER SHAFT LOG, STRUT, CUTLASS BEARING & SKEG The single propeller shaft log, bronze strut and cutlass bearing are in serviceable structural condition without grounding damage or other wear and tear discovered and the propeller shaft spun freely without difficulty.
PROPELLER QUANTITY, SIZE & MATERIAL The single bronze 4-blade 18'' diameter x unverified pitch propeller, barrel, hub, blades, tips, propeller nuts and cotter pin are in satisfactory condition without visible wear and tear, stray current corrosion, pitting or marine growth.
ENGINE TRANSOM ASSEMBLIES, MIDSECTIONS & LOWER UNITS None sighted
ENGINE BEDS, MOUNTING BRACKETS & MOTOR MOUNTS The 2x wood engine beds on top of the stringers in the engine room, 4x mounting brackets, 4x motor mounts, all bolts, washers, rubber inserts and associated hardware are in satisfactory shape without fatal wear and tear and did not move. Ages, internal conditions and service histories of the motor mounts are unverified.
ENGINE ROOM HATCH & COWLING The engine room box in the aft cockpit is in fair shape, opens and closes routinely and is unobstructed.
ENGINE GAUGE CLUSTER The 12V DC analog engine gauge cluster display on the helm station dash is in serviceable condition and powers on.
ENGINE PROTECTION WARNING SYSTEM The 12V DC engine protection warning and audible alarm system powers up when engine keys on.
ENGINE IGNITION/KILL SWITCHES, KEYS, SPARK & GLOW PLUGS The 12V DC engine ignition and kill switch with key on the helm station dash is in serviceable condition and powers up briefly on the first attempt without discoverable deficiencies.
ENGINE FLUSH PORTS, RIGGING TUBES, TRIM & TILT MOTORS None sighted
ENGINE BACKFIRE FLAME ARRESTOR, BELTS & PULLEYS The engine 1'' rubber timing belt, all pulleys and belt tensioner are in working shape without grooving, rust, belt dust or tears. Ages, internal conditions and service histories of the engine belts and pulleys are unverified.
ENGINE COOLING & HEAT EXCHANGER SYSTEMS The engine raw-water cooling circulation pump housing, impeller, heat exchanger, end caps, seals, hoses and all cooling systems are in fair shape without obstructions, leaks, oxidation, saltwater residue or overheating issues. Ages, internal conditions and service histories of the engine cooling systems are unverified.

ENGINE AIR INDUCTION, TURBO/SUPERCHARGER & EXHAUST SYSTEMS The engine air filter, turbocharger housing, rubber and stainless-steel exhaust lagged aft through the engine room and overboard on the transom are in serviceable shape and well-supported without visible leaks or corrosion. Ages, internal conditions and service histories of the air filters and exhausts are unverified.
ENGINE COOLANT RESERVOIRS & OIL CHANGE SYSTEMS The engine coolant reservoir and fluids are in practical shape and topped off.
ENGINE FUEL SYSTEM, TANK QUANTITY, CAPACITY, POLISHING SYSTEMS & OIL ABSORBENT PADS The engine fuel systems with flange mounted, cam-driven inline high-pressure injection fuel pumps with centrifugal governors, 2x 70-total gallon crosslink polyethylene diesel fuel tanks in the aft cockpit bilge, 2x US Coast Guard approved type B-1 marked diesel fuel fills on deck, US Coast Guard approved type-A1 fuel supply lines, returns, 2x fuel sending units, Parker Racor diesel fuel-water separating filter with sightbowl, spin-on fuel-water separating filters, fittings, flame screens, vents, valves and fuel lines are in fair shape without sediment, debris, corrosion, leaks, spills or odors. An LED borescope was used on all tankage without findings. Fuel samples were not taken for impartial analysis. Zero fuel polishing systems and oil absorbent pads are installed. Ages, internal conditions and service histories of the fuel, fuel systems and tankage are unknown.
FUEL VENTILATION & SHUT-OFF VALVES The fuel tank ventilation and manual shut-off valves are in serviceable shape without leaks or wear.
FUEL TANK LEVEL & CONSUMPTION GAUGES The 2x 3'' analog diesel fuel tank level indicator gauges in the interior power up routinely.
TENDERS, TROLLING & KICKER MOTORS None sighted
NOTES Zero terminal findings or service records were seen during the examination of the propulsion and fuel systems on survey day. Complete inspection of all fuel tanks was not accomplished due to vessel construction and inaccessibility. Fuel tanks were not pressure tested. The state of all fuel tank interiors, the last time the fuel tanks and systems were polished are unverified.
C. SEA TRIAL RESULTS, STEERING & AUTOPILOT SYSTEMS
SEA TRIAL WEATHER CONDITIONS & DETAILS The 26B was not sea trialed.
STEYR 212HP DIESEL ENGINE N/A
LOW CRUISE/PLANING SPEED N/A
HIGH CRUISE SPEED N/A
WIDE-OPEN THROTTLE TEST N/A
BACK-DOWN & ACOUSTIC TESTS N/A
STEERING, AUTOPILOT & RUDDER ANGLE INDICATOR SYSTEMS The 15'' 6-spoke teak and brass steering wheel with mechanical cable and chain driven steering system are in satisfactory condition and the helm turns over side-to-side smoothly without corrosion, slipping, vibrations, difficulty, resistance, knocking or interruption. Age, internal condition and service history of the steering system is unverified.
RUDDER, TABLE, POST & EMERGENCY TILLER SYSTEMS The single bronze spade-type rudder, rudder table, rudder post, bearings and seals are in serviceable condition without visible wear and tear or defects.
NOTES Zero fatal flaws or service records were discovered during steering systems on survey day.
D. ELECTRICAL SYSTEMS & APPLIANCES
BATTERY QUANTITY, AGE, DC SYSTEM VOLTAGE, TYPE & COVERS There are 2x total 12V batteries installed onboard in the aft cockpit bilge forward of the engine. The 2x 12V DC Power-Tec 8A31DTM Group Size 31 AGM 1,000MCA 800CCA black MacKenzie Cuttyhunk Boat Company house bank and Steyr engine starting batteries, bins, conductors, terminal posts, covers and connections are in serviceable shape, power up and voltage was strong on survey day (~13.6V DC). Ages, internal conditions and service histories of the batteries are unverified.
BATTERY SWITCHES, CHARGING & POWER INVERTER SYSTEMS The 12V DC Blue Seas System manual rotary battery switch installed on the DC power distribution panel in the cuddy cabinhouse interior, conductors, controls and displays are in serviceable condition and power on.
AC & DC POWER DISTRIBUTION PANEL, DC BREAKER PANEL & CIRCUIT LOAD MONITORS The 12V DC power distribution panel with AC power selector switch, AC master breaker switches, DC breaker panels, switches, conductors and analog circuit load monitors installed to port of the pilothouse helm station are in serviceable shape without discovery and power up during the onboard systems tests.
CONDUCTOR ROUTING & CATHODIC PROTECTION SYSTEMS The 600V marine grade 16-gauge multi-strand copper electrical conductors, wiring, looming, breakers, fuses, junction boxes, conductors and all sacrificial zinc anodes are in fair shape without burn marks, fire/water damage, chaffing or pitting. Ages, internal conditions and service histories of all wiring, conductors and cathodic protection are unverified.
BONDING/GROUNDING SYSTEMS, POWER OUTLETS & GFCI PROTECTION The purpose of the bonding system is to equalize the electric potential of dissimilar underwater metals by tying them all together using a wiring system to dissipate stray current leaks that can reduce the corrosion potential of all onboard metals. Vessel bonding and grounding systems including green insulated wires are operational.
CIRCUIT & OVERCURRENT PROTECTION The circuit protection for the 12V DC electrical systems and overcurrent protection are in practical condition, well-secured and without burn marks or other noticeable corrosion, where seen.
STRAY-CURRENT, GALVANIC, RAW-WATER & CREVICE CORROSION Zero discoverable evidence of stray-current, galvanic, raw-water or crevice corrosion, electrolysis, pitting, haloing, gouges, oxidation, pinking or discoloration to onboard and underwater metals were reported.
GALVANIC ISOLATOR & ISOLATION TRANSFORMER SYSTEMS None sighted
ALTERNATORS, SOLAR POWER PANELS & WIND GENERATING SYSTEMS The engine 80V AC alternator is in serviceable shape without wear.
AC SYSTEM VOLTAGE, DOCKSIDE INLET & SHOREPOWER CABLE None sighted
MARINE GENERATOR QUANTITY, YEAR, MAKE & MODEL None sighted

MARINE GENERATOR SERIAL NUMBER & RUN HOURS N/A
COURTESY, SPREADER & UNDERWATER LIGHTS The 12V DC interior courtesy lights and switches are in serviceable shape and power on.
CLIMATE CONTROL & THERMOSTAT SYSTEMS None sighted
GALLEY STOVE, OVEN, MICROWAVE & GRILL SYSTEMS None sighted
REFRIGERATION, FREEZER & DISHWASHER SYSTEMS None sighted
WASHER/DRYER, WATER & ICEMAKER SYSTEMS None sighted
AUXILIARY HEATING, VENT FAN & VACUUM SYSTEMS None sighted
ENTERTAINMENT SYSTEMS & FISHING EQUIPMENT None sighted
NOTES Zero critical failures or maintenance records were exposed during inspection of the electrical systems on survey day. All electrical systems and appliances were visually inspected and tested for power-up capability using the batteries. An independent AC & DC electrical onboard systems survey was not executed by a qualified marine electrician.
E. MARINE SANITATION DEVICE, GREY, FRESH & RAW-WATER SYSTEMS
MARINE SANITATION DEVICE, WASTE HOLDING TANK, PUMP OUT & Y-VALVE None sighted
GREY-WATER TANK, MACERATOR & SUMP PUMPS None sighted
FRESHWATER TANK QUANTITY, CAPACITY & MATERIAL None sighted
WATER PRESSURE PUMPS & FILTERS The 12V DC Shurflo ProBlaster 3.5 GPM raw-water pressure pump, conductors and rubber hoses in the bilge are in serviceable condition, power up and water pressure is strong.
WATER HEATER, SINKS & SHOWERS None sighted
FRESH & RAW-WATER WASHDOWNS The 12V DC raw-water washdown, nozzle and plumbing are in serviceable shape and power up.
FRESH & BLACKWATER TANK LEVEL INDICATOR DISPLAYS None sighted
NOTES Zero acute defects or maintenance records were seen during review of the MSD, grey, fresh and raw-water systems on survey day. Complete inspection of all MSD, grey and freshwater tanks was not accomplished due to vessel construction and inaccessibility. MSD, grey and freshwater tanks were not pressure tested and the state of all tank interiors are unknown.
F. THRUSTER, STABILIZER, RIGGING & GROUND TACKLE SYSTEMS
THRUSTER & STABILIZER SYSTEMS None sighted
MAST, STEP, SPREADERS, BOOM, SAILS & COVERS None sighted
CHAINPLATES, STANDING & RUNNING RIGGING None sighted
WINCHES, CLUTCHES & WIND INSTRUMENTS None sighted
ANCHOR, CHAIN, RODE, WINDLASS & JACKPLATE The Danforth 15 lb. steel anchor with ~75' of ½'' nylon rode onboard are in fair condition.
CLEATS, DOCKLINES, CHAFFING GEAR, FENDERS & CHOCKS The 6x 6'' stainless-steel cleats, 6x ½'' nylon braided docklines, 2x inflatable fenders and all chocks on deck are in serviceable shape without discovery and operate normally.
NOTES Zero faults or service records were seen during review of the ground tackle systems on survey day.
G. SAFETY EQUIPMENT & NAVIGATION SYSTEMS
DEWATERING & HIGH-WATER BILGE AUDIBLE/VISUAL ALARM DETECTION SYSTEMS The 2x 12V DC Rule-Mate 2,000 gallon-per-hour bilge pumps with float switches and conductors in the cuddy cabinhouse midship and lazarette centerline bilge compartments are in serviceable shape and power up via float switches and rocker switch in the cuddy cabinhouse interior aboard the 26B. **Zero handheld manual bilge pumps and high-water bilge audible/visual alarm detection systems are installed.***
PERSONAL/THROWABLE FLOATATION DEVICES, LIFERAFTS, COLD-WATER IMMERSION & SURVIVAL SUITS The 4x US Coast Guard approved type-I adult offshore personal floatation devices (lifejackets) and a single type-IV throwable device (lifering) in cuddy cabinhouse interior storage are in serviceable shape and easily accessible. **Zero liferafts, cold-water immersion and survival suits are installed.***
FIRE PREVENTION & SUPPRESSION SYSTEMS The single Kidde multipurpose dry chemical multipurpose portable fire extinguisher kept in cuddy cabinhouse interior is in serviceable shape and fully charged. **Kidde multipurpose dry chemical portable fire extinguisher in the interior is missing an annual inspection tag. Zero engine room fire suppression systems, fire blankets and fire axes are installed.***
FIRE, SMOKE, CARBON MONOXIDE & LPG GAS FUME DETECTION Zero fire, smoke, carbon monoxide and gas fume audible/visual detection alarm systems are installed in the interior.*
SOUND SIGNALING & VISUAL DISTRESS SIGNALS Zero sound signaling devices are kept onboard. Zero US Coast Guard approved handheld or 12-gauge aerial visual distress signal flares are kept onboard. Zero handheld horns, whistles, ships bells, US Coast Guard approved 12-gauge flare guns, aerial meteors, SOS electronic floating LED light beacons, orange SOS distress flags, handheld reflective mirrors, glowsticks, sea-marker dyes, floating or handheld smoke signals are kept onboard.*
NAVIGATION, STERN, ALL-AROUND, ANCHOR & MASTHEAD LIGHTS The 2x 12V DC red and green, port and starboard navigation lights on the bow with white LED anchor light on the transom and toggle switches are in useful shape, power up brightly and visibility is unobstructed.
GLOBAL POSITIONING SYSTEM CHARTPLOTTER, RADAR & DEPTHFINDER DISPLAYS The 12V DC 9'' Simrad GO9 ZE touchscreen GPS chartplotter, sonar depth and fishfinder display on the helm station dash and sonar transducer are in serviceable shape and power on.

AIS, MMSI, ANTENNA, LOUD HAILER, VHF MARINE & SSB RADIOS The 12V DC ICOM IC-M330 fixed VHF marine radio with mic to port of the helm station dash and VHF antenna is in serviceable overall condition, powers on and was successfully radio-checked by the surveyor on the Wando River. **Zero AIS sending/receiving units, MMSI numbers, loud hailer, handheld VHF marine and SSB radios are installed.***
MAN OVERBOARD RESCUE, VIDEO, EPIRB & PLB SYSTEMS Zero man overboard rescue, video, EPIRB and PLB systems are installed.*
THERMAL IMAGING, NIGHT VISION, SATELLITE PHONE & WEATHER FORECAST SYSTEMS Zero thermal imaging, night vision, satellite phone and weather forecast systems are installed.*
WATERPROOF DITCH BAG, FIRST AID & TOOL KITS Zero waterproof ditch bag with supplies, first aid and marine tool kits are installed.*
REBOARDING LADDER, BOAT HOOK, PADDLE & TOW GEAR Zero reboarding ladders, boat hooks, paddles and tow gear are kept onboard.*
EMERGENCY PLUGS, SPARE PARTS & FLUIDS Zero emergency plugs/bungs or various spare parts and fluids are kept onboard.*
EMERGENCY WATER & FOOD RATIONS Zero emergency water and food rations are kept onboard.*
LIFELINES & GRABRAILS All stainless-steel grabrails and stanchions are in practical shape, well-secured without wear or movement.
COMPASS & NAVIGATION CHARTS The single Ritchie Powerdamp magnetic compass on the helm station dash is in serviceable condition and operate normally. **Zero waterproof navigation charts are kept onboard.***
BINOCULARS, DOCKING, SPOT & FLASHLIGHTS Zero pairs of binoculars, docking, fixed or handheld spot and flashlights are installed.*
BAROMETER, SHIP & TIDE CLOCKS Zero barometers, ships and tide clocks are installed.*
DISCHARGE OF OIL, GARBAGE & WASTE PLAN PLACARDS Zero discharge of oil, garbage and waste plan placards are installed onboard.*
USCG NAVIGATION RULES & REGULATIONS HANDBOOK, MANUALS, DEPARTURE CHECKLIST, LOGBOOK & SERVICE RECORDS Zero copies of the USCG Navigation Rules & Regulations Handbook, MacKenzie Cuttyhunk Boat Company owner's manuals, onboard system service manuals, departure checklists, logbooks and comprehensive vessel service records are kept onboard.*
NOTES Zero substantial errors were seen during review and tests of the safety gear and navigation systems on survey day. It is the obligation of the vessel's owner(s) and master(s) to always file a float plan and keep the vessel in compliance with all applicable international, federal, state and local regulations, which apply to the vessel's service and area of operation. The existing safety equipment and navigation systems need to be routinely examined, maintained and replaced as needed for the service life of the 26B.
MARINE SAFETY RESOURCES
American Boat & Yacht Council | National Fire Protection Association | South Carolina DNR Boater Education | US Coast Guard Float Plan

IV. VESSEL FINDINGS, RECOMMENDATIONS, RATING & VALUATION ABOARD THE 2007 MACKENZIE CUTTYHUNK 26 BASSBOAT *SCUPPERS*

Findings under **A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS** should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Faults noted under **B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION** and **C. MARINE SURVEYOR NOTES** are secondary findings that should be addressed in order to maintain standards and help the vessel retain its value.

A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS
1. Zero fire, smoke, carbon monoxide and gas fume audible/visual detection alarm systems are installed in the interior. Install alarms.
2. Zero sound signaling devices are kept onboard. Install a sound signaling device.
3. Zero US Coast Guard approved handheld or 12-gauge aerial visual distress signal flares are kept onboard. Install new flares onboard.
B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION
4. Routine, customary and average cosmetic wear and tear is present throughout the port and starboard ¾'' lapstrake Mahogany and White Oak wood lemon yellow painted hull topsides including minor UV oxidation and isolated flaking paint. Routinely detail and renew cosmetic finish of the hull exterior and topsides as needed.
5. Kidde multipurpose dry chemical portable fire extinguisher in the interior is missing an annual inspection tag. Annually inspect and tag.
C. MARINE SURVEYOR NOTES
6. Zero handheld manual bilge pumps and high-water bilge audible/visual alarm detection systems are installed. Install systems as needed.
7. Zero liferafts, cold-water immersion and survival suits are installed. Consider installation of safety equipment.
8. Zero engine room fire suppression systems, fire blankets and fire axes are installed. Consider installation of safety equipment.
9. Zero handheld horns, whistles, ships bells, US Coast Guard approved 12-gauge flare guns, aerial meteors, SOS electronic floating LED light beacons, orange SOS distress flags, handheld reflective mirrors, glowsticks, sea-marker dyes, floating or handheld smoke signals are kept onboard. Consider installation of safety equipment.
10. Zero AIS sending/receiving units, MMSI numbers, loud hailer, handheld VHF marine and SSB radios are installed. Install systems.
11. Zero man overboard rescue, video, EPIRB and PLB systems are installed. Consider installation of safety equipment.
12. Zero thermal imaging, night vision, satellite phone and weather forecast systems are installed. Consider installation of safety systems.
13. Zero waterproof ditch bag with supplies, first aid and marine tool kits are installed. Consider installation of safety equipment.

14. Zero reboarding ladders, boat hooks, paddles and tow gear are installed. Consider installation of safety equipment.

15. Zero emergency plugs/bungs or various spare parts and fluids are kept onboard. Consider installation of safety equipment.

16. Zero emergency water and food rations are kept onboard. Consider installation of safety equipment.

17. Zero waterproof navigation charts are kept onboard. Consider installation of safety equipment.

18. Zero pairs of binoculars, docking, fixed or handheld spot and flashlights are installed. Consider installation of safety equipment.

19. Zero barometers, ships and tide clocks are installed. Consider installation of safety equipment.

20. Zero discharge of oil, garbage and waste plan placards are installed onboard. Install placards in a highly visible space.

21. Zero copies of the USCG Navigation Rules & Regulations Handbook, MacKenzie Cuttyhunk Boat Company owner's manual, onboard system service manuals, departure checklists, logbooks and comprehensive vessel service records are kept onboard. Install literature onboard and routinely update.

STATEMENT OF VESSEL RATING & VALUATION
ABOARD THE 2007 MACKENZIE CUTTYHUNK 26 BASSBOAT *SCUPPERS*

It is the marine surveyor's personal experience that develops an opinion of the **VESSEL RATING** after the survey has been completed and the findings have been organized in a logical manner. All data obtained throughout the survey contribute to the appraisal. Fair market value of the vessel is determined using historical sales data, examining yacht evaluation software, active listings, consultation with other surveyors, marine technicians, manufacturers, boatyards, captains and maritime industry professionals. The following grading system has been used as a standard for determining the vessel's condition:

BRISTOL CONDITION Like-new equipped with significant extras, upgraded gear and has been maintained in exceptional fashion – a rarity.

ABOVE AVERAGE CONDITION Exceptional care, regular upkeep is up-to-date, trivial faults may exist and equipped with upgraded systems.

AVERAGE CONDITION Regular care, requiring some additional work and is normally equipped for her size and intended use.

FAIR CONDITION Requires significant maintenance to ensure reliability. Serious structural, propulsion and/or electrical defects may exist.

POOR CONDITION Devoid of extras, requires substantial boatyard work and improvements to restore to a usable condition.

RESTORABLE CONDITION Enough of hull and propulsion systems exists to restore to usable condition.

VESSEL RATING ABOVE AVERAGE CONDITION

STATEMENT OF VALUATION The fair market value is the most probable price 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. After consideration of the extent of the necessary adjustments and condition of the vessel, it is the surveyor's opinion that the fair market value is:

VESSEL FAIR MARKET VALUE $175,000.00 USD
One Hundred & Seventy-Five Thousand Dollars & Zero Cents

ESTIMATED REPLACEMENT COST Retail cost of a new vessel of the same manufacturer, make and model with similar gear:

VESSEL ESTIMATED REPLACEMENT COST $350,000.00 USD
Three Hundred & Fifty Thousand Dollars & Zero Cents

JD POWER ESTIMATED FAIR MARKET VALUE The estimated fair market value for a 2007 MacKenzie Cuttyhunk 26 Bassboat in comparable condition with similar options in Charleston, South Carolina is unverified due to exclusivity, custom nature, age and size of the vessel.

ACTIVE VESSEL COMPARABLES There are zero known 2007 MacKenzie Cuttyhunk 26 Bassboats in comparable condition with similar options available for sale on the international yacht markets; however, there is another 2024/1968 MacKenzie Cuttyhunk 26 Bassboat for sale in Old Saybrook, Connecticut that underwent a similar extensive refit and repower with an asking price of **$98,900.00 USD.**

BUCVALU PRO ESTIMATED FAIR MARKET & REPLACEMENT VALUES The estimated vessel fair market value aboard a 2007 MacKenzie Cuttyhunk 26 Bassboat in comparable condition with similar options in the South Atlantic and Florida is unverified due to the exclusivity, custom nature and age of the vessel.

RECENT SALES DATA There are 7x other known 2007-1958 MacKenzie Cuttyhunk 26 Bassboats that have sold on the used international yacht markets in comparable condition with similar options since April 2013 with an average sale price of **$33,271.42 USD.**

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
26 ft	Mackenzie Cuttyhunk	2007	$39,000	$39,500 (8/2023)	Annapolis, MD
26 ft	MacKenzie Cuttyhunk Bass Boat	2007	$55,000	$46,000 (4/2021)	Wickford, RI
26 ft	Custom MacKenzie Cuttyhunk	1958	$44,000	$39,900 (5/2018)	MA
26 ft	MacKenzie Cuttyhunk Bass Boat 2007 Isuzu Diesel	1968	$23,900	$22,000 (8/2017)	Hyannis Port, MA
26 ft	Mackenzie "Cuttyhunk" Bass Boat	1966	$19,500	$19,000 (9/2016)	Westport, MA
26 ft	Mackenzie Cuttyhunk Bassboat	1963	$30,000	$28,000 (6/2013)	Westerly, RI
30 ft	Mackenzie Cuttyhunk	1968	$38,500	$38,500 (4/2013)	Bayville, NJ

CONCLUSION

It is the marine surveyor's opinion that the inspected 2007 MacKenzie Cuttyhunk 26 Bassboat *Scuppers* be considered in **ABOVE AVERAGE CONDITION** because the vessel has had exceptional care, regular upkeep is up-to-date, trivial faults may exist and is equipped with upgraded systems. Vessel displays pride of ownership with various upgrades, options, constant maintenance and cleanliness. The 26B is average condition and above are rare and highly sought-after. This particular 26B was originally built in 1958, the vessel underwent an extensive refit and repower and was awarded a new hull identification number in 2007. As of 06/09/2025, the 26B is ready for its intended service.

MARINE SURVEYOR CERTIFICATION

I certify that, to the best of my knowledge and belief: the statements of fact contained in this marine survey report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this marine survey report and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the client, the amount of the value estimate, the attainment of a stipulate result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this marine survey report. The marine survey report is valid only for the benefit of whom it may concern and is submitted without prejudice.

Nicholas Lombardi

CHS Marine Survey, LLC | Nick Lombardi | 06/13/2025
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