



E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE

PURPOSE: DONATION CONDITION & VALUE

This vessel inspection and report are intended for the purposes and for the client to which this report is addressed, and not intended for any other person or purpose. This report represents only on the condition of the vessel where at/as was on the date of the inspection only. It provides no guarantee and no prediction of the vessel's condition or use on any later date.

This report is based only on the facts available to the surveyor in attendance and is submitted without prejudice to the right of whom it may concern. The right to amend and/or supplement this report should additional information be made available is reserved. The intended users of this report and appraisal are for the client and those lenders and underwriters considering financing or insuring this vessel for this client only, and is not transferable. Underwriters are not to accept this survey report for any other person, for any reason, except for the named client. [REDACTED]

MAKE/MODEL: 1996 Boston Whaler 17 Outrage

Survey Date: 10/24/23

Report Date: 10/28/23

VESSEL IDENTIFICATION:

Name: No Name

HIN: BWCXA342L596

REG#: RI 6726 R

Location: Owner's Residence – Jamestown, RI

Vessel type: Power

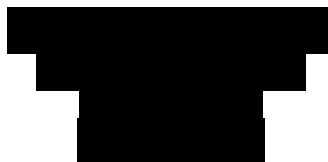
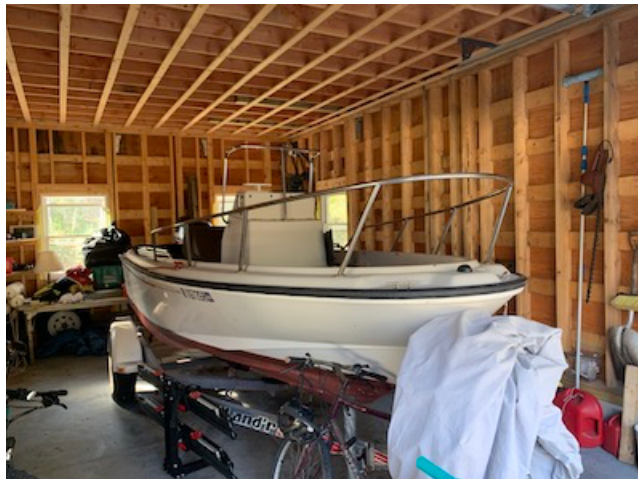
LOA: 18'-10"

BEAM: 8'-0"

DRAFT: 1'-0"

DISP: 1,400#

BUILDER: Boston Whaler





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE - VOYAGE PREP- FINANCE

Survey requested by buyer: [REDACTED]

Survey was attended by: Myself only - surveyor.

CONSTRUCTION:

Hull: Foam FRP hull/deck sandwich
Decks: Foam FRP hull/deck sandwich
Topsides: Gelcoat over foam FRP hull/deck sandwich
Thru-hulls: Bronze below the waterline, plastic above – all properly installed, with single clamped hoses appropriate for each use.

MACHINERY:

Engine: Suzuki 140 hp Four Stroke
Engine model #: DF140
Engine serial #: 14002F-210304
Hours indicated: Not Observed
Propellers: 3 bladed stainless steel

Separate Mechanical Survey Completed: No

TANKS:

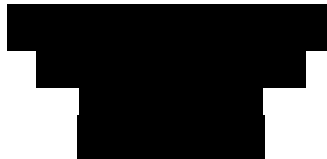
Fuel: 25 gallon internal aluminum
Fuel delivery system: USCG Approved Type A I rubber hose

ELECTRICAL SYSTEM:

Alternator: OEM 50 amps wet cell
Circuit Protection: Thermo Magnetic Circuit Breakers

DECK EQUIPMENT:

Anchors: 12S Danforth style to ¼” galvanized chain to ½” three strand nylon rode
Windlass: n/a





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE - VOYAGE PREP- FINANCE

SAFETY & USCG REQUIRED EQUIPMENT:

Pumps: Rule 360 with auto float switch

High Water Alarm: No

Fire extinguisher(s):

<u>Boat Length</u>	<u>No Fixed System</u>	<u>With Fixed System</u>
Less than 26'	one B-1	none
	1 - Size 1A:10BC	

CO Detector: n/a

PFD's Not Observed

Throwable device: Not Observed

Horn: Not Observed

Bell (>65'): n/a

Flares: Not Observed

First aid kit: Not Observed

Oil Placard (26' & longer): n/a

MARPOL Trash Placard (>26' written plan over 40'): n/a

Marine Sanitation Device: Type III MSD in accordance with 33 CFR Part 159

Note: Required systems are present and found to be operational as required by USCG regulations, with exceptions noted.

NAVIGATION EQUIPMENT:

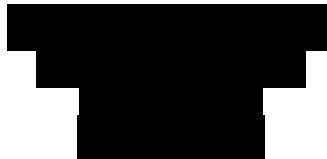
GPS: Lowrance Elite-5 HDI

VHF Radio: West Marine VHF 500 dsc

COMMENTS

OVERALL: This 17' Boston Whaler Outrage is in very good overall condition. It is recommended that maintenance records, if available, be reviewed by the buyer and or his representative to establish service history and areas of potential issues.

BOTTOM: The entire bottom was sounded with a phenolic mallet to identify areas of delamination or inconsistency. No such areas were detected. The bottom is painted with red ablative bottom paint..





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE - VOYAGE PREP- FINANCE

DECKS: The decks are in very good condition. The molded in diamond pattern non-skid on the decks is in good condition.

TOPSIDES: The white gelcoat topsides are in very good condition. The hull to deck joint is covered by the rubrail, and was sounded to identify any areas of release. No such areas were observed.

PROPELLER: The 3 bladed stainless steel propeller is in very good overall condition.

GROUND TACKLE: The Danforth style anchor has a ¼" galvanized steel chain leader to a ½" three strand nylon rode. The anchor chain is rusty.

OUTBOARDS: The Suzuki 140 hp four stroke outboard appears to be in very good cosmetic condition. There was no hour meter observed.

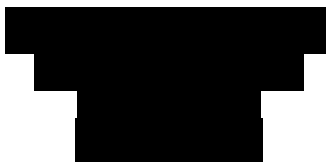
FUEL TANK: The fuel tank is of aluminum construction, properly rated for their use. USCG A1 rubber fuel lines run to the engines, A2 to the fuel fill, and exterior fuel vent fitting. The tank was visually inspected where possible and found to be in very good condition with no signs of leaks present.

ELECTRICAL: The vessels wiring consists of stranded copper wiring for the 12 volt system. The DC electrical system is properly tied into the vessels electrical grounding system using the battery as a common ground. The simple electrical systems were not tested. ABYC E-11 recommends that all electrical wiring runs be secured no further than every 18". Wiring runs were found to be neat and well supported, no signs of corrosion were observed. The battery was not installed, but would be appropriately housed in a plastic box/cover and secured with a strap. There may have been changes to electrical wiring standards since the vessel was constructed. It is recommended on all vessels that systematic wiring inspections and updates be performed to conform to new standards.

NAVIGATION LIGHTS: The navigation lights consist of a combination port & starboard sidelights fitting, and a masthead/anchor/stern light pole.

ELECTRONICS: The Lowrance Elite-5 HDI MFD and West Marine VHF 500 dsc both appear to be in good condition.

SAFETY: The safety equipment required by USCG Regulations was inventoried and deficiencies noted in the previous safety section and in the recommendations to follow. There is a Rule 360 bilge pump with an auto float switch.





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE

RECOMMENDATIONS (Essential items to be completed):

Provide first aid kit

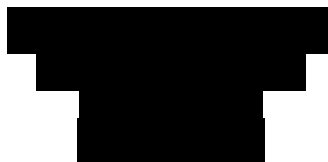
Provide current flare kit

Provide current fire extinguisher

MAINTENANCE ITEMS (Advisory information provided as a guide for continued care for the vessel):

Continue to maintain vessel to current standard to preserve maximum resale value

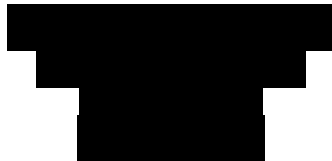
End of Notes. Valuation and photos follow





E.B.C.S. Marine Survey

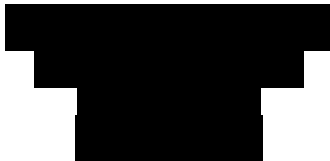
CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE - VOYAGE PREP- FINANCE

SURVEY LIMITATIONS:

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does not represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents. Use of this report to gain financing, insurance, or to close in the purchase of the vessel contained in this report, shall thereby stand as acceptance of the terms and conditions contained in these Survey Limitations.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC): Title 33 and 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, but complete compliance with all such standards is not guaranteed. Findings reflect conditions observed at the time of the survey, and only deficiencies were noted.

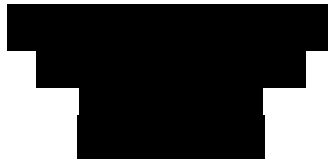
The American Boat and Yacht Council "standards and recommendations", are defined by reference to "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association, to complement, the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be voluntary, but are highly suggested by this surveyor.

The recommendations are based on the Regulations of the United States Coast Guard (USCG), as well as the voluntary standards and guidelines of the American Boat & Yacht Council (ABYC), and my personal opinion based on knowledge and experience.

This report is a statement of the surveyor's opinions of conditions aboard the vessel at the time of survey, and is based on a visual inspection of accessible areas. There has been no destructive testing, nor any removal of bulkheads, fastened paneling, or any part of the vessel's structure or equipment. Machinery will be visually inspected without disassembly, and tanks inspected only on visibly accessible surfaces and without opening fastened access ports. Oil analysis, compression testing, if desired, should be contracted separately with the marina or a mechanical surveyor. The mechanical observations will be based on years of experience, but will not constitute a mechanical survey. If a mechanical survey is desired, then a suitable mechanical surveyor should be contacted. The rigging was visually inspected at deck level only. The rigging observations in this report do not constitute a rigging survey. If a rigging survey is desired, then a suitable rigging company should be contacted.

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does not represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents.

In the course of maintenance, modification or repairs to, the boat, and though the use of the boat, additional conditions will be discovered that were not evident at the time of survey. Discoveries of this nature are a normal aspect of boat ownership. There has been no water testing for leakage at deck hatches and fittings; leakage at these installations is common on new vessels and especially common on seasoned vessels. Interior spaces of any boat are subject to mildew and mold formation, which is hazardous to persons sensitive to these conditions. This hazard can be minimized with a routine of thorough cleaning and proper ventilation of all interior living and storage spaces on the vessel.





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE – VOYAGE PREP- FINANCE

Testing the vessel in the water under load, if performed, shall be referred to with the generic term “Sea Trial”. This term has no bearing on the wind or weather conditions, or body of water upon which the vessel was tested, and provides no guarantee of how the vessel will perform under different conditions, upon different waterways and in different weather conditions.

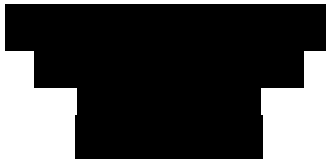
Acceptance and use of this report by the client acknowledges the client’s understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, 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 EBCS Marine, LLC 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 sub-contractors 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 two times the Surveyor’s/Consultant’s charges.





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE – VOYAGE PREP- FINANCE

SURVEYORS CERTIFICATION:

I certify to the best of my knowledge and belief:

The statements of fact contained in this 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 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 cause of 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 report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

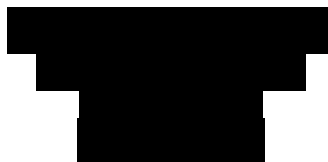
This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

ATTENDING SURVEYOR:



James E. Hilton
SAMS – Accredited Marine Surveyor

Date 10/24/23





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS

INSURANCE – VOYAGE PREP- FINANCE

DECLARATION:

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

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

VALUATION DATA

Estimated fair market value was determined by cross referencing data from Soldboats.com, NADA, brokerage listings, and survey database. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in its current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using available information obtained by NADA, brokerage listings, builders quotes, and or survey database.

Estimated Fair Market Value as of the date of Survey: \$ 25,000.00 USD

Estimated Replacement Cost as of the date of Survey: \$ 95,000.00 USD

Intended Use of Vessel – Recreation – Coastal and Near Coastal Waters

Rating of Vessel Condition – Above Average

Suitability For Intended Service – Vessel is considered fit for its intended use.

Values are dependent on the limiting conditions and assumptions noted in the report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

Valuation data taken from Soldboats.com, Yachtworld.com listings, boattrader.com, and survey database show same models ranging from \$12,000 to 25,000 .

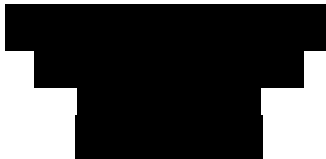
2023 \$49,900 NH

2018 \$49,995 WA

2020 \$49,995 NC

2022 \$55,000 WA

NADA values for a 1996 unit is \$14,435 to \$16,305 which is low as compared to current market.





E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE

James E. Hilton

Experience:

June 2009 – Present Owner/Operator EBCS Marine

- SAMS Accredited Marine Surveyor
- USCG Licensed Master of 100 Ton Vessels
- Marine Surveyor Performing Professional Marine Surveys Since 2007
- Ritchie authorized service center

Performing marine compass adjusting & repairs since 1983

June 2007 – June 2009 Staff Marine Surveyor – Travelers Insurance

- Licensed Claim Handler – Technical Specialist:

Duties:

- Inspect & document damages
- Prepare or process repair estimates
- Prepare & submit damage assessment/estimates
- Large loss & Fire loss assessments/negotiations – Damages in excess of \$250,000
- Underwriting Surveys

Sept 2000 – June 2007 Service/Project Manager – Hinckley Yacht Services, Inc.

- Average Annual Project Sales \$2.5 Million

June 1990 - June 2000 Marina Manager for Standish Boat Yard, Inc.

June 1987 - June 1990 Ship's Officer for Texaco Marine Services, Inc.

Duties: Third and Second Mate

Sept. 1979 - Sept. 1983 United States Coast Guard

Duties: E1 – E5 Honorable Discharge Sept. 1983

Education:

**Bachelor of Science in Marine Transportation, May 1987
Massachusetts Maritime Academy - Graduated 15th in Class**

Organizations:

SAMS

American Boat & Yacht Council

Tiverton Yacht Club Board of Directors

Marina Committee

Member Sail Training Committee

Adult Sailing Instructor

Massachusetts Maritime Academy Alumni Association

