



So Cal Surveys, LLC

Survey Report

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Independent Marine Survey Services

Rinker Fiesta Vee 266



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Introduction

SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the Rinker Fiesta Vee 266 beginning 03 May 2023 where an in-water survey was conducted at Dana point, CA. The Hull Identification Number (HIN) RNK52743D696 was verified from the transom. A sea trial was not performed with the surveyor. An out-of-water inspection of underwater machinery and the exterior of the hull's wetted-surface were not performed. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power were used to check operation of the electrical systems were specified in this report only. 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 removal of any parts including fittings, tacked carpet, fastened boards or panels, anchors and chain, fixed partitions, instruments, clothing, spare parts, loose gear, miscellaneous material in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. The owner is advised to open 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 date and time and is the unbiased opinion of the undersigned. It is not to be considered an inventory or a warranty either specified or implied.

The survey was conducted in a practical amount of time that will limit the depth and detail of the survey. Additional survey services for more in-depth inspections and evaluations are available at an hourly rate.

OF REPORT:

Under no circumstance will this report be photocopied, transcribed, paraphrased, nor quoted in whole or in part, without the specific written permission of So Cal Surveys, LLC.

Each report is an original and is signed at the last page of the body of the report. Any use or reliance upon other than a verified original is prohibited and no duty on the part of So Cal Surveys, LLC or the attending surveyor accrues neither to the user nor to the third parties. This report of survey is submitted for marine insurance underwriting purposes only. Any use or reliance by any party whatsoever, other than a bona fide insurance underwriting concern for the purpose of insuring the subject vessel is prohibited and beyond the scope of the survey and the report and no duty on the part of So Cal Surveys, LLC nor the attending surveyor accrues to the user nor to the third parties.

All findings, recommendations and opinions within this report are based upon the presumption that the subject vessel will be operated, use, and maintained in a manner consistent with those of a prudent mariner and those contained in, but not limited to Chapman Seamanship and Small Boat Handling. The prudent mariner closes all seacocks when leaving the boat unattended. The prudent mariner thoroughly checks the engine, and machinery spaces, and related gear for fluid leaks and fumes before each start-up. The foregoing is included as examples only.

Unless a sea trial was conducted under the supervision of the attending surveyor, the survey was conducted with the vessel in a static state. Observations underway could reveal circumstances not detectable while at rest. The report of survey is a description of what was available to observation on the date of survey only. No predictions as to future durability are made or implied. Use, abuse, neglect and deterioration due to the marine environment can alter the vessels condition substantially in short order. Consequently, the attending surveyor and So Cal Surveys cannot be held responsible or liable for any condition aboard after the date of survey.

It is recommended and understood that all diesel and gas engines be surveyed by a qualified engine surveyor to determine the condition of the engines, gears, pumps, heat exchanger's, coolers, structures, shafts, etc. a sea trial is strongly recommended to determine the functioning of the vessel and systems.

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

Introduction

VESSEL DESCRIPTION

The vessel is a recreational powerboat constructed of fiber-reinforced plastic with a deep V hull and twin inboard Gasoline engines. The vessel has full accommodations including forward and aft berths, enclosed head, and full galley. The vessel is in good operational condition. The vessel shows signs of regular maintenance and has above average equipment and electronics. The vessel is designed for near coastal recreational use.

APPRAISAL METHOD

The BUC guide values this vessel between \$16,400 and \$18,600 when adjusted for location and Average condition. Similar vessels currently on the market range from \$11,500 to \$23,500. I have estimated the market value at \$20,000. The replacement value is estimated at \$120,000 based on the new price of similarly equipped vessels.

This surveyor made no actual measurements or calculations during the inspection of the vessel. All reported measurements and capacities were taken from published sources or affixed labeling.

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:

A particular system, component or item is sufficient for a specific requirement.

POWER UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

A particular system, component or item is new or like new.

GOOD CONDITION:

A particular system, component or item is nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

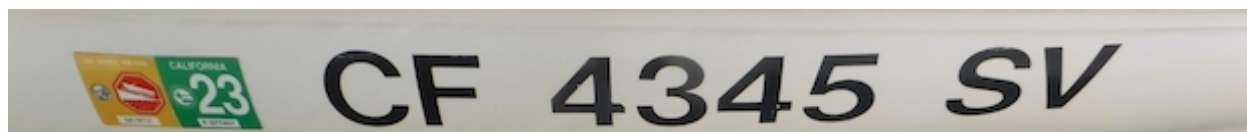
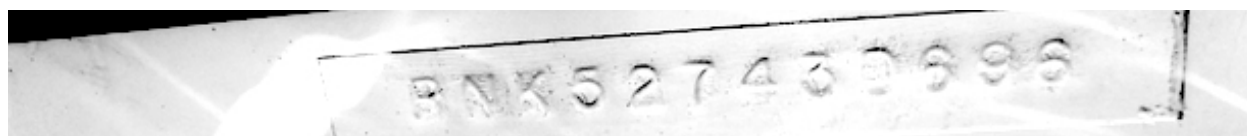
A particular system, component or item is functional "as is" with minor repair.

POOR CONDITION:

A particular system, component or item is unusable "as is", requires repair or replacement of system, components or item to be considered functional.

General Information

FILE NUMBER.....	23-0503
DATE AND TIME OF SURVEY.....	03 May 2023
PLACE OF SURVEY.....	Dana point, CA
SURVEY PREPARED FOR.....	██████████
TYPE OF SURVEY.....	Condition and Value
OVERALL VESSEL RATING.....	Average
ESTIMATED MARKET VALUE.....	\$20,000
ESTIMATED REPLACEMENT COST.....	\$120,000
HULL IDENTIFICATION NUMBER (HIN)...	RNK52743D696
CALIFORNIA REGISTRATION NO.....	CF 4345 SV
MAKE OF VESSEL.....	Rinker
MODEL OF VESSEL.....	Fiesta Vee 266
BUILDER.....	Rinker Boat Co Inc, Syracuse, IN
YEAR BUILT.....	1996
HULL MATERIAL.....	Fiber Reinforced Plastic
HULL TYPE.....	Modified V
LENGTH OVER ALL (LOA).....	27' 5" (per BUC Guide)
BEAM.....	8' 6" (per BUC Guide)
DISPLACEMENT.....	5,875 Lbs (per BUC Guide)
PROPULSION SYSTEM.....	Single Inboard/Outboard
FUEL TYPE.....	Gasoline
FUEL CAPACITY.....	100 Gallons (estimated)
AC POWER.....	120 VDC 30-amp
DC POWER.....	12 VDC
FRESH WATER CAPACITY.....	20 Gallons (estimated)
HOLDING TANK.....	20 Gallons (estimated)



Systems

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION:

The hull is constructed of fiber-reinforced plastic in a V configuration with hard chines and strakes. The hull is stiffened by stringers and partial and full bulkheads. The hull is in good condition above the waterline. The interior of the hull is in good condition where accessible.



BULKHEADS:

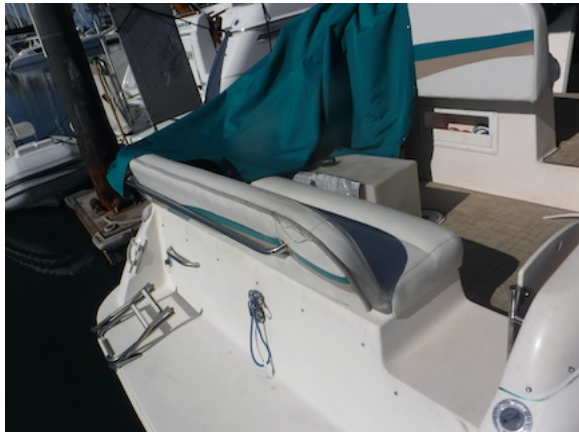
The bulkheads are constructed of cored fiber-reinforced plastic and tabbed to the hull. The bulkheads and tabbing are in good condition. Percussion soundings to the bulkheads found no core damage or delamination.

STRINGERS:

The stringers and transverse members are constructed of fiber-reinforced plastic and tabbed into the hull. The stringers are in good condition.

THE TRANSOM:

The transom is in good condition with an integrated swim step. The swim step is secure and in good condition.



DECK CONSTRUCTION:

The deck is constructed of cored fiber-reinforced plastic and is in good condition. Percussion soundings to the deck found no delamination or core damage to the deck. No cracks were sighted.

Systems

HULL-TO-DECK JOINT:

The hull-to-deck joint is an external overlap type covered by a rubrail on the outside and secured with fasteners and glue. There is no indication of impact damage to the hull-to-deck joint or the rubrail.

DECK FITTINGS:

The cleats are metal and are in good condition and secure.

VENTILATION:

Ventilation to the engine compartment is natural and mechanical and appears adequate. The blowers are operational.

GRAB RAIL:

There is a welded stainless-steel guardrail around the bow that is in good condition and secure. The stainless-steel grab rails along the sides are in good condition and secure.

ANCHOR PLATFORM:

The anchor platform is integrated into the bow and is in good condition.

BRIDGE DECK

DESCRIPTION AND OBSERVATIONS:

The vessel is operated from the cockpit offering good visibility with a full set of controls and gages.



ADDITIONAL EQUIPMENT AND ACCESSORIES

OTHER ACCESSORIES:

The spotlight is operational.

Systems

PROPULSION

Engine:	Type	Serial Number	Model Number	HP Rating	Indicated Hours
	MerCruiser	0F811469	7.4L	310	Not Sighted

OBSERVATIONS:

The engine in good operational condition with signs of regular maintenance. The engine compartment is clean and orderly. There is oil in the bilge.

B.2 (see findings and recommendations)



ENGINE RUN AND SEA TRIAL:

The engine started easily without excessive cranking. The engine appeared to operate normally with no unusual noises or vibrations. was no smoke sighted during the engine start-up.

THROTTLE CONTROLS:

The throttle controls operated easily and are in good condition.

ENGINE MOUNTS:

The engine mounts are in good condition and secure.

LUBRICATION:

The engine oil appeared caramel in color with no indications of water and no grit.

EXHAUST SYSTEM:

The exhaust system is wet and appears in good condition. The hoses are in good condition and double clamped.

ENGINE ALARMS:

The engine alarms are operational.

COOLING SYSTEM:

The engines are raw-water cooled. The engine raw water pump is operational and appear in good condition.

HOSES AND CLAMPS:

The hoses and clamps are in good condition.

BELTS AND PULLEYS:

The belts and pulleys are in good condition.

Systems

TRANSMISSIONS

Trans	Drive Type	Serial Number	Model Number	Gear Ratio
	Mercruiser	0K100058	Not Sighted	Not Sighted

OBSERVATIONS:

The outdrive appear in good operational condition.

CONTROLS:

The shifting controls are stiff and could not be operated.

B.3 (see findings and recommendations)

FUEL SYSTEM

FUEL TYPE:

Gasoline

TANKS:

The fuel tank appears secure and are in good condition.

FILL PIPE:

The fill pipe is secure.

FUEL LINES AND FITTINGS:

The fuel hoses are in good condition and are USCG rated A1 and A2.

VENTS:

The fuel tank vents appear serviceable.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEM

DESCRIPTION AND OBSERVATIONS:

There are two 12-volt flooded batteries that appear in good condition and secure with spill containment for engine starting and house use. The wiring appears in good condition and properly secured. The house conductor appears to be properly over-current protected. The battery switch is operational.

PANEL:

The main panel is located in the salon and is operational and properly labeled.

CHARGING SYSTEM:

The Guest battery charger is operational. The engine alternator is operational.

A.C. ELECTRICAL SYSTEM

SHORE POWER:

The 30-amp receptacle and shore power cord are in good condition.

MAIN AND BRANCH CIRCUIT BREAKERS:

The main breaker panel is in the salon and are operational and properly labeled.

CIRCUIT LOAD MONITORS:

The load monitors are operational.

OUTLETS:

Systems

The outlets are operational and properly polarized and GFCI protected.

WATER SYSTEMS

FRESH WATER SYSTEM

TANKS:

The plastic water tank is in good condition. The water tank was removed from the vessel at the time of the survey.

C.1 (see findings and recommendations)

WATER PRESSURE SYSTEM:

The Jabsco water pump appears operational.

HOSES AND CLAMPS:

The hoses and clamps are in good condition.

HOT WATER SYSTEM

TYPE:

The Seaward 6-gallon water heater appears operational.

PRESSURE RELIEF VALVE:

There is a pressure relief valve that appears serviceable.

FITTINGS AND MOUNTING:

The fittings and mounts are in good condition.

SANITATION

BLACK WATER

TYPE:

The electric-flush head is operational and in good condition.

MSD TYPE USCG SYSTEM:

The Marine Sanitation Device is a type III with the ability to pump overboard with a macerator pump.

DISCHARGE HOSE AND CLAMPS:

The hoses and clamps are in good condition.

HOLDING TANK:

The plastic holding tank is in good condition and secure.

STEERING SYSTEM

TYPE:

The rack and pinion/ hydraulic steering operates smoothly with no notable play.

THRU-HULLS

THRU-HULL:

The thru-hull below the waterline is bronze and in good condition and secure. The thru-hulls above the waterline are plastic and are in good condition and secure.

Systems

SEACOCKS:

There is a bronze ball-type seacock on the thru-hull below the waterline that is in good condition and operational.

Purpose	Type	Seacock Condition	Thru-hull Condition
Head Supply	Bronze, Ball	Good, Operational	Good, Secure

SAFETY EQUIPMENT

SAFETY EQUIPMENT (US Coast Guard)

PFD'S NUMBER AND TYPE:

There are four type-II Personal Floatation Devices onboard that appear serviceable.

THROWABLE PFD'S:

There is one throwable Personal Floatation Device onboard that appears serviceable.

FIRE EXTINGUISHER'S:

There are two B1 fire extinguishers onboard that appear serviceable.

VISUAL DISTRESS SIGNALS:

The visual distress signals (flares) are current through Aug 2025.

SOUND DEVICES:

The vessel's horn is weak.

A.1 (see findings and recommendations)

NAVIGATION LIGHTS:

The navigation lights are operational.

NO OIL DISCHARGE PLACARD:

The No Oil Discharge placard is posted in the engine compartment.

TRASH DISPOSAL PLACARD:

The Trash Disposal placard is posted in the galley.

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.:

There is no EPIRB sighted onboard.

FIRE ALARMS:

There is no fire alarm sighted onboard.

A.2 (see findings and recommendations)

CARBON MONOXIDE DETECTOR/ALARM:

There is no carbon monoxide detector sighted onboard.

A.3 (see findings and recommendations)

HIGH WATER ALARM:

There is no high-water alarm sighted onboard.

A.4 (see findings and recommendations)

Systems

BILGE PUMPS

DESCRIPTION:

The Atwood bilge pump in the engine compartment is operational from the helm. The bilge pump float switch is not operational. The forward bilge pump is not operational.

B.4 (see findings and recommendations)

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

The interior is in good condition with typical wear. The cabin lights are operational. The skylight and is operational with good seals. The upholstery is in good condition. The cabinets are in good condition. The carpeting is in good condition. The upholstery in the cockpit is in good condition. There is a crack in the skylight.

C.2 (see findings and recommendations)

GALLEY:

The galley is in good condition. The Norcold AC/DC refrigerator appears operational and in good condition. The Goldstar microwave oven is operational. The single-burner electric/alcohol stovetop is operational. The sink and countertops are in good condition.



ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

The Uniden VHF radio is operational.

GPS/CHARTS:

The Garmin Echo Charts GPS chartplotter appears operational.

COMPASS:

The 2.5" Ritchie compass appears operational.

ANTENNAS:

The Shakespeare antenna is in good condition.

INSTRUMENTATION:

The engine instruments appear operational.

Systems

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

The Pioneer stereo is operational.

GROUND TACKLE

ANCHOR/RODE:

There is a Danforth anchor at the bow that is in good condition and serviceable. There is approximately 10' of ¼" galvanized chain and 200' of ½" nylon line in the chain locker that appear serviceable.

Findings and Recommendations

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under A. SAFETY DEFICIENCIES should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safety and proper operating condition. Findings may also be a violation of USCG regulations.

Deficiencies noted under B. OTHER DEFICIENCIES should be corrected in the near future so as to maintain standards and to help the vessel to retain value.

The ABYC Standards and Technical Information Reports for Small Craft are the product of a consensus of representatives of government, industry and public sectors. It is intended solely as a guide to aid manufacturers and the marine community in the design, construction, equipage and maintenance of small craft.

SAFETY DEFICIENCIES

FINDINGS	RECOMMENDATIONS
A.1 The vessel's horn is weak.	Repair the ship's horn or keep an approved hand-held sounding device onboard while underway.
A.2 There is no fire alarm sighted onboard.	Keep a smoke detector onboard while in use.
A.3 There is no carbon monoxide detector sighted onboard.	Keep a carbon monoxide detector in each cabin while in use per ABYC A-24
A.4 There is no high-water alarm sighted onboard.	Consider installing a high-water alarm. ABYC recommends high-water alarms on boats with enclosed accommodations for boats built after 2011. ABYC H-22.7.3

OTHER DEFICIENCIES

FINDINGS	RECOMMENDATIONS
B.1 The trim tabs are not operational.	Repair the trim tab system.
B.2 There is oil in the bilge.	Clean the oil from the bilge and keep bilge pads under the engine.
B.3 The shifting controls are stiff and could not be operated.	Repair or replace the shifting cables and prove the outdrive is operational.
B.4 The bilge pump float switch is not operational. The forward bilge pump is not operational.	Make the bilge pumps operational with the float switches.

Findings and Recommendations

SURVEYORS NOTES AND OBSERVATIONS

FINDINGS	RECOMMENDATIONS
C.1 The water tank was removed from the vessel at the time of the survey.	Reinstall the water tank and prove the water system is operational.
C.2 There is a crack in the skylight.	Monitor or repair as necessary.

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 survey has been completed and the findings have been organized in a logical manner.

The grading 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 value in the BUC Used Boat Pricing 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 consideration:

"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 above average care and is equipped with extra electrical and electronic gear.

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

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

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

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

As a result of my investigation as shown in the Systems and Findings and recommendations sections of this Report of Survey, and by virtue of my experience my opinion is an Overall Vessel Rating of:

Average

STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money that 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:

Buyer and seller are typically motivated.

Both parties are well informed or well advised, and each acting in what they consider their own best interest.

A reasonable time is allowed for exposure in the open market.

Payment is made in terms of cash in US dollars or in terms of financial arrangements comparable thereto; and

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 this surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$20,000

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$120,000

Summary and Valuation

SUMMARY

In accordance with the request for a marine survey of the Rinker Fiesta Vee 266 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 03 May 2023 and was found to be in good condition with average amount of equipment. The vessel showed signs of good maintenance practices and regular care. The condition of the engine could not be determined and it is recommended that a certified engine mechanic be hired to inspect the engine to determine its condition. With the understanding that a sea trial and an out-of-water inspection were not performed and subject to the correction of deficiencies listed under A. SAFETY DEFICIENCIES in section FINDINGS AND RECOMMENDATIONS, the vessel is considered to be suitable for its intended use. All deficiencies listed in section FINDINGS AND RECOMMENDATIONS should be attended to in a timely fashion especially A and B findings. The findings and deficiencies are not unusual for a vessel this size and age and are not extensive enough to affect the estimated fair market value.

SURVEYOR'S CERTIFICATION

I certify that 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, are my personal, unbiased professional analyses, opinion, 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 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 is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR



Michael R. Dickinson

Accredited Marine Surveyor, SAMS Member

