

MATTHEW RINELLA LLC
Matthew Rinella LLC MARINE SURVEYORS AND CONSULTANTS

STATE OF SURVEY

1. The condition of the vessel and the condition of the engine and the propulsion system's operating capacity.

2018 Bryant Wakeboard

"Bryant"

2. Propulsion equipment checked for operation.



This report
is intended
for the
owner's use.

THESE STATEMENTS AND OPINIONS ARE BASED ON THE VISUAL INSPECTION AND TESTS CONDUCTED BY THE SURVEYOR. THE SURVEYOR DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED. THE SURVEYOR IS NOT RESPONSIBLE FOR ANY DAMAGE TO THE VESSEL OR PERSONAL INJURY TO ANY PERSONS OR PROPERTY.

THE SURVEYOR'S LIABILITY IS LIMITED TO THE AMOUNT OF THE SURVEY FEE. THE SURVEYOR IS NOT RESPONSIBLE FOR ANY DAMAGE TO THE VESSEL OR PERSONAL INJURY TO ANY PERSONS OR PROPERTY.



Viewing the boat

I. INTRODUCTION

SCOPE OF SURVEY

Vessel Value based on market.

1. ***NO Evaluation of the internal condition of the engines and the propulsion system's operating capacity.***
2. ***Electronic equipment checked for power up only.***

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

NOTE: It is recommend and understood that all GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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

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

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

GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR: Robert Grain

Report of Marine Survey

NAME OF VESSEL: Bryant Wakeboard Pontoon

ESTIMATED MARKET VALUE: Boat and Trailer
\$26,000.00

ESTIMATED REPLACEMENT COST: \$26,000.00

YEAR BUILT: 2018

Of The Vessel

MAKE OF VESSEL: Bryant

MODEL OF VESSEL: "Bryant"

HULL IDENTIFICATION NUMBER (HIN): 2018 Bryant Wakeboard

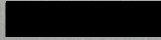
HULL NUMBER: TX-6297-BL

STATE: Austin TX

HULL IDENTIFICATION NUMBER: TX-6297-BL

DATE OF SURVEY: February 23, 2024

Conducted by
Matthew Rinella



February 23, 2024

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR:

NAME OF VESSEL: **Bryant Wakeboard Potenza**

ESTIMATED MARKET VALUE: **Boat and Trailer**
\$98,000.00

ESTIMATED REPLACEMENT COST: **\$98,000.00**

YEAR BUILT: **2018**

MAKE OF VESSEL: **Bryant**

MODEL OF VESSEL: **Potenza**

HULL IDENTIFICATION NUMBER (HIN): **Bra27po9c818**

HULL NUMBER: **TX 6297 EL**

HOME PORT: **Austin TX**

STATE REGISTRATION NUMBER: **TX 6297 EL**

DATE/TIME OF SURVEY: **February 23, 2024**

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

- * Per Manufacturer's Specifications
- ** Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

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

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

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

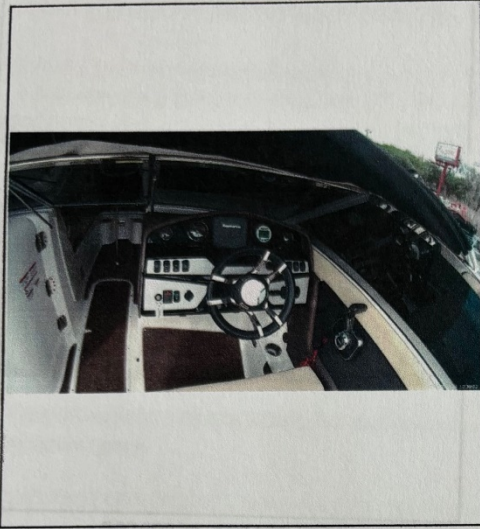
POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

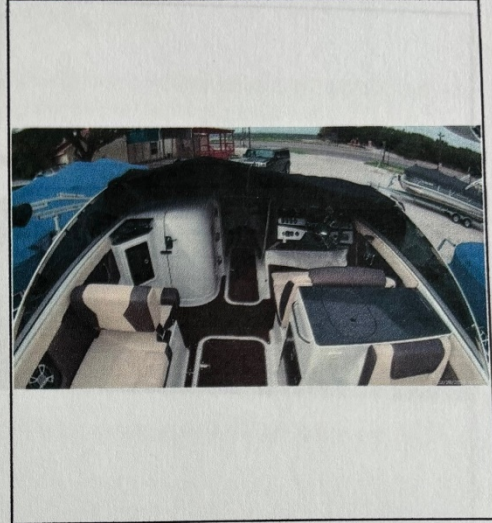
USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

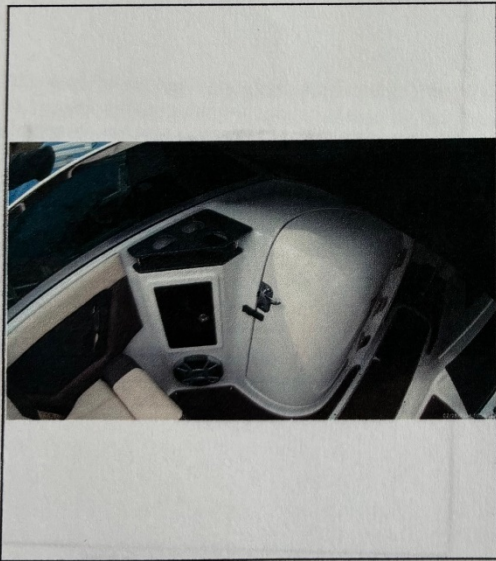
VI. PHOTOGRAPHS



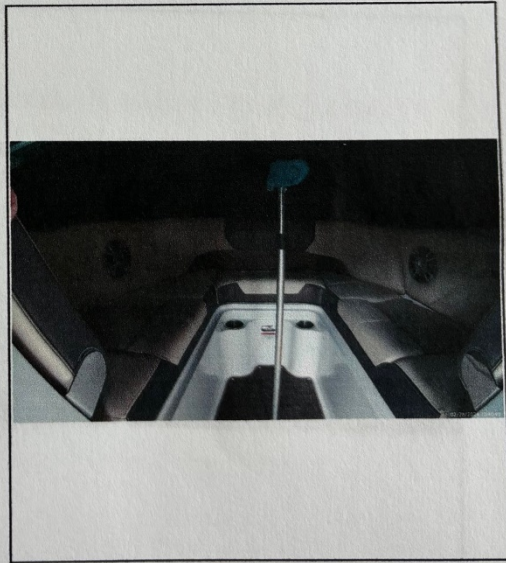
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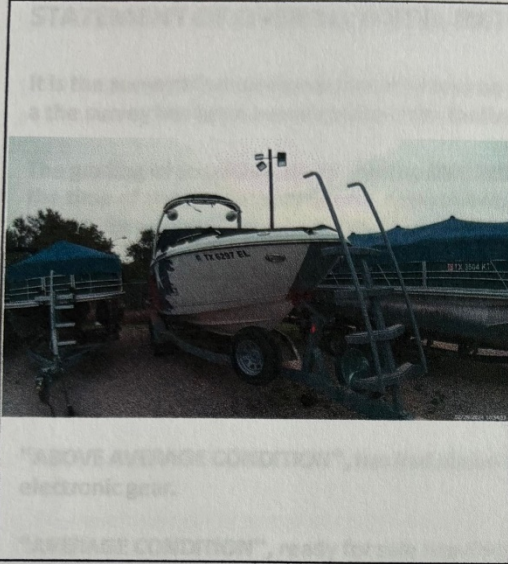


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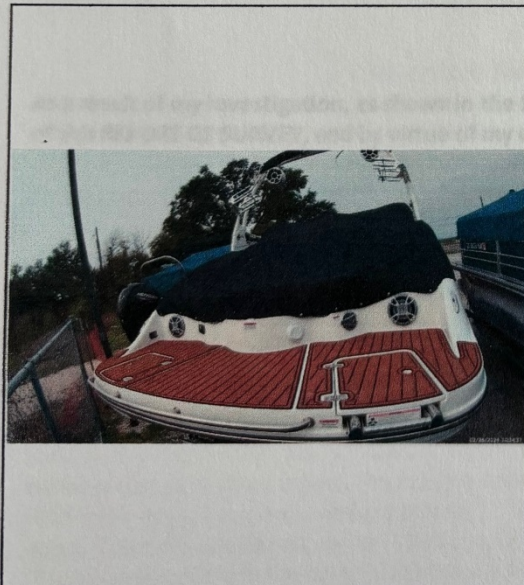
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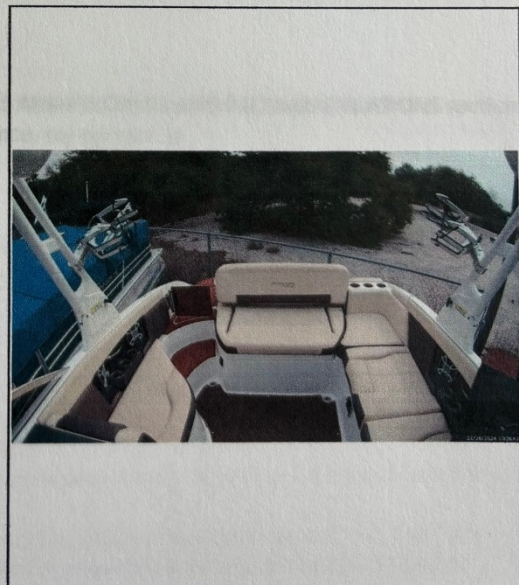
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V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

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

The following is the accepted marine grading system of condition:

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

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

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

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

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

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

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

SUMMARY:

In accordance with the request for a marine survey of the "Bryant", 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 author on Feb 25 2024 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well kept. Other than the discrepancies noted in the body of the report, the "Bryant" is considered to be Excellent Condition.

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

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

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

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

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

\$98,000.00

Ninety Eight Thousand Dollars and Zero cents

2. 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:

\$98,000.00

Ninety Eight Thousand Dollars and Zero cents

SUMMARY:

In accordance with the request for a marine survey of the "Bryant", 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 **Feb 23 2024** and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Other than the discrepancies noted in the body of the report, the "Bryant" is considered to be **Excellent Condition** of

V. SUMMARY AND VALUATION

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, 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 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: 