

MARINE SURVEY REPORT

OF THE MOTOR VESSEL:

“WCG00266F606”

2006 Brunswick Commercial & Government Div.
Boston Whaler 27 Vigilant
Center Console Fire/Rescue Boat



PREPARED EXCLUSIVELY FOR:

Chattanooga Fire Department
Chattanooga - Tennessee

A SERVICE OF:



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SCOPE OF SURVEY - DEFINITION OF TERMS • VESSEL PROFILE

This is to certify that the undersigned Marine Surveyor did, at the request of Chief Rick Boatwright representing the City of Chattanooga Fire Dept. (owner/client); attend on board the 2006 Brunswick Commercial Boston Whaler 27 Vigilant Center Console Fire Boat - HIN: WCG00266F606; beginning September 24th., 2018, where a “In & Out-of-Water” Survey was conducted. The vessel’s papers WERE NOT observed. A Sea Trial WAS attended on by this surveyor. The reason for the survey was to ascertain *the general overall condition; and estimated fair market value of the subject vessel for PRE-SALE VALUATION ONLY; NOT A COMPLETE C&V SURVEY.*

No reference or information should be construed to indicate evaluation of the internal condition of the engines (propulsion or auxiliary); transmissions; or, the propulsion system(s); or auxiliary fire pump engine operating capacity, except as otherwise specified in this report. Concerned parties should consider further evaluation of the propulsion and auxiliary power systems by competent technicians trained on referenced equipment, prior to making a purchase decision.

Electronic equipment was checked for “power up” only (unless otherwise specified). AC and DC power was used to check the operation of the electrical systems to the extent specified in the report only.

Unless otherwise specified in this report, the vessel was surveyed visually, without the removal of any parts; including fittings, tacked carpet, screwed or nailed boards, anchors, chain or rode, fixed partitions, instruments, clothing, parts and miscellaneous materials in the bilges, compartments or lockers. Locked compartments or otherwise inaccessible areas would also preclude inspection.

No determination of the stability characteristics or inherent structural integrity of the subject vessel has been made; and no opinion is expressed with respect thereto.

This survey is a snapshot in time. The survey report represents the condition of the vessel on date(s) specified only; and is the unbiased opinion of the undersigned; AND, is not to be considered an inventory or a warranty either specified or implied.

INTENDED USERS;

This survey is prepared for the intended use of the client(s) whose name appears in the Scope Of Survey; and, this report is not transferable to any other person or entity. The intended users of this report are the owner/client only.

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CONDUCT 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.

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this “Report Of Marine Survey.”

The use of the word “**appears**” is intended to indicate that a close or complete inspection was not possible at the time of the inspection, or it was beyond the normal scope of this survey.

Fit, serviceable, or adequate: Capable of being used for a reasonable amount of time, within equipment design specifications, and guide lines specified by equipment manufacturer.

Powers up: Power was applied only. This does not indicate the complete (proven) operation of any system or component unless specifically indicated.

Excellent condition: New or like new.

Good condition: Nearly as good as new with only minor cosmetic or non-structural discrepancies noted.

Average condition: Generally the expected condition for the age of the equipment, having seen normal use.

Fair condition: Denotes that a system, component, or other item is functional as is, with moderate to heavy wear; may need minor repairs or adjustment (monitor often if not repaired or renewed.)

Poor condition: Functionality questionable as is; may require repair(s) or replacement of system, item, or component to be serviceable and/or reliable.

The use of single asterisks * in the body of this report will indicate that a finding will be listed in the findings and recommendations section pertaining to the asterisked item, following the body of the report. ** Indicates a note to subject.

VESSEL PROFILE:

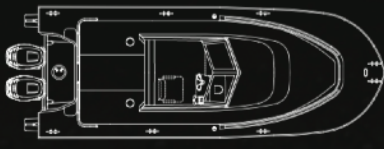
Custom manufacturers model 2006 Boston Whaler 27 Vigilant Center Console Fire Boat. Subject vessel is reportedly a one-owner boat that was purchased new from Brunswick Corp. in 2006; reportedly always stored under cover in a climate controlled building and only used locally in fresh water. Outboard motors reportedly replaced in 2013. Subject vessel appears generally well maintained, efficiently powered, and well equipped for her reported, intended use. See Sellers Listing Pg. 3, and Systems Section of this report for more detail.

Brunswick Published Specs.



27' VIGILANT

Unobstructed visibility day and night from the weatherproof pilot house and **360-degree walk-around platform** lets the Vigilant live up to its name. Its many standard features and mission- and application-specific options make the Vigilant the go-to craft for military, law enforcement, homeland security, surveillance, harbor patrol and rescue teams.




420 Megan Z Ave.
Edgewater, FL 32132 USA
Ph: (386) 423-9900
Web: Brunswick.CCP.com
Email: bcpinfo@whaler.com

LGA	26' 7" / 8.1 m
Beam	10' / 3 m
Draft	21" / 53 cm
Deadrise	18°
Boat weight*	6200 lbs / 2812 kg
Weight capacity	4000 lbs / 1814 kg
Fuel capacity	190 gal / 719 L
Person capacity	12
Max horsepower	600 hp / 447 kW
Min horsepower	300 hp / 224 kW
Max engine weight	1400 lbs / 635 kg
Transom height	25" / 64 cm

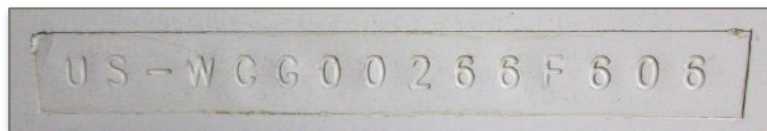
*Base boat, no engines, dry

MILITARY
FIRE AND RESCUE
LAW ENFORCEMENT
COMMERCIAL WORKBOAT



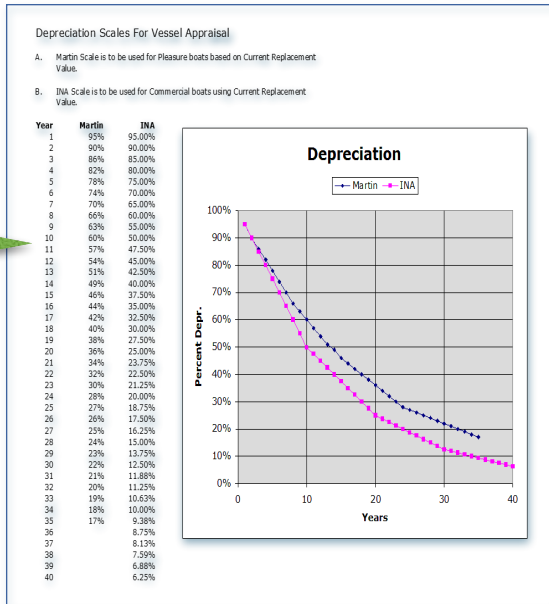

State registration and decals N/A - no owners ownership records observed on board

Manufacturers hull identification number (HIN) sighted on transom - surveyors photo



VALUATION INFORMATION

“Fair Market Value Comps”



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Logout Gary Wright **Boat Detail Sheet**

Home **BUCValu Professional** Back to Search Results Printable Version

Boat Values Search New Search Modify Search Criteria
 Trailer Values BOSTON WHALER, INC., EDGEWATER, FL, USA (MIC: BWC)
 DIV OF BRUNSWICK CORP
 Recent Views Model Year 2006 Hull Material Fiberglass
 FAQ Feedback OUTRAGE 270 Hull Configuration Deep Vee
 Management Account Draft 1' 8"
 Information Length Overall 27' Draft 8' 6"
 Length On Deck 27' Beam 8' 6"
Products/Services Boat Type Center Console Fisherman | Open Weight 5160 lbs.
 Personalized Evaluations (2) 2013 Mercury Outboards
 Boat Price Guides VERADO Ballast
 Yachts/Boats for sale 250CXL 250hp Engines
 BUC.com Change Remove

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$30,600-\$34,000
 115th edition (does not include outboard or trailer)

Fair Market Value Adjusted for BUC Condition in the Great Lakes \$34,800-\$38,600 (does not include outboard or trailer)

8 Midwest 2 Mercury Outboards VERADO 250CXL 250hp Engines \$26,018 Change Remove
 Trailer Value \$4,300 Change Remove
 Total Adjusted Market Value Range \$65,118-\$68,918
 Replacement Value \$100,500 (does not include outboard or trailer)

If you notice any errors or omissions, or if the values listed are inconsistent with the results you expected, please submit a [Price Discrepancy Report](#) to the BUCValu Professional database managers. We will examine your report, and if your information is accepted it will be included in a future update.

All prices in US Dollars.

BRINDLEE MOUNTAIN FIRE APPARATUS, LLC Search Trucks! Office: 256.776.7786

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CONTACT

2008 Boston Whaler 27' Challenger Fire Boat

\$165,000

Yes, I'm interested!

For Additional Information, Contact Brindlee Mountain at: Local: 256.776.7786

“Comperable recreational boat replacement cost without fire equipment”

soldboats.com TOTAL NUMBER OF SOLD BOATS: 729,020

28' Boston Whaler 285 Conquest

- Year: 2006
- Last Listed Price: Can\$ 118,000 (US\$ 92,287) (May 10 2018)
- Sold! Can\$ 115,000 (US\$ 89,746) (May 10 2018)**
- Located in: Vancouver, BC
- Hull Material: Fiberglass
- Engine/Fuel Type: Twin Gas
- YW# 1820-1208223
- Control/Exclusive Listing
- Available for co-brokerage
- Sold

Other photos: [Photo 1](#), [Photo 2](#), [Photo 3](#), [Photo 4](#), [Photo 5](#), [Photo 6](#), [Photo 7](#), [Photo 8](#), [Photo 9](#), [Photo 10](#), [Photo 11](#), [Photo 12](#), [Photo 13](#), [Photo 14](#), [Photo 15](#), [Photo 16](#), [Photo 17](#), [Photo 18](#), [Photo 19](#), [Photo 20](#), [Photo 21](#), [Photo 22](#), [Photo 23](#), [Photo 24](#), [Photo 25](#), [Photo 26](#), [Photo 27](#), [Photo 28](#), [Photo 29](#), [Photo 30](#), [Photo 31](#), [Photo 32](#), [Photo 33](#), [Photo 34](#), [Photo 35](#), [Photo 36](#), [Photo 37](#), [Photo 38](#), [Photo 39](#), [Photo 40](#), [Photo 41](#), [Photo 42](#)

LOCATED IN COAL HARBOUR MARINA

Looking for the ultimate fishing/cruising machine under 30ft! Boston Whalers 285 Conquest fits every box and with the fish back and active, this would be a great boat to enjoy some great days on the water. They offer excellent lower accommodations, superb fishing cockpits with lots of deck storage and easy maintenance. These models did not come with generators however, the owner does have an inverter installed if you need to heat something in the microwave.

This vessel has been extensively equipped for fishing:

- 9.9 Kicker with remote throttle, wireless steering and power trim
- Two display screens that face the cockpit for a GPS and a fishfinder
- Custom made rear seating with stainless supports for sun and rain protection.
- Fully wired and gated for downriggers
- Custom made rear berth mattress
- Helm electronics include Raymarine E series screen with GPS, Radar, Fishfinder, Simrad Autopilot and VHF.
- Webasto diesel heat for the cabin and helm space
- Xantrex inverter
- Windowless cover
- Engine covers

She shows like new on the inside and has minor wear and tear on the outside upholstery. As Vancouver weather has been going, it has been raining a lot, but the boat still showed very well and with some extra detailing effort she will look great.

Please contact: Freedom Marine at 604-609-0985
 Contact: [FREEDOM MARINE](#) Tel: 604-609-0985
 100-510 Nicola Street Fax: 604-609-0984
 Vancouver, BC V6G 2J7 Canada [Website](#)

“Comperable Fire Boat listing” details of actual selling price not known

“Comperable recreational boat sale”

“note to valuation”

This vessel in its current configuration is used as a workboat/fireboat for the City of Chattanooga(TN). The fire pump, foam system and additional fire fighting equipment do add value, but not necessarily to all potential purchasers. A sportsman would not be able to keep the light bar on the vessel (light bar lens is broken) because of rules set out in COLREGS 72. On the positive side; the fire department has taken good care of this vessel, the motors are newer, and the commercial boat is known in the industry to be built to higher standards as opposed to the yacht style Boston Whaler models. Also fuel carrying capacity is somewhat larger. In general it is a quality manufactured vessel in better than average condition compared to most other commercial boats we have observed. With a few upgrades and improvements, this vessel could appreciate and bring a higher sales price. Note: Valuation is based on available comparables along with the Martin Depreciation Scale for commercial marine assets. Also used are the BUC valuation system, the [Soldboats.com](#) information on similar or sistership vessels recently sold. Publications such as Boats and Harbors were researched and a telephone conversation with the commercial sales manager for Brunswick which is the commercial division of Boston Whaler was held. All indicators appear to justify the replacement value of the vessel equipped “as-is” at approximately \$238,000.00 US.

GENERAL INFORMATION

FILE NUMBER: CH092518

PREPARED FOR: Chattanooga Fire Dept. - 910 Wisdom St. - Chattanooga, TN 37406

TYPE OF SURVEY: "LIMITED" Pre-sale Condition & Value Survey for owner/client

NAME OF VESSEL: No boat name displayed

YEAR/MAKE/MODEL OF VESSEL: 2006 Boston Whaler Vigilant 27 Fire Boat

VESSEL MANUFACTURER:..... Boston Whaler Commercial & Government Products, Inc - Edgewater, FL

OVERALL VESSEL RATING: **ABOVE AVERAGE**

ESTIMATED MARKET VALUE:..... **\$ 125,000.00 to 145,000.00 US **** (well publicized auction/motivated buyer(s))

ESTIMATED REPLACEMENT COST: **\$ 238,000.00 US - vessel as equipped with trailer**

RATING & VALUE METHOD:..... Valuation is based on the condition of the vessel "date of survey," and comparison of pricing information for like or similar vessels (averaged and adjusted for area where surveyed, and current market conditions), found in BUC Research soldboats.com, on-line listing and Martin depreciation scale. ****Fair Market Value is "Surveyors Opinion Only," based on "All serious conditions remedied;" and, with no subsequent or undetermined conditions arising.**

HULL IDENTIFICATION: HIN: WCG00266F606 - State Registration: N/A

HOME & HAILING PORTS: Chattanooga, TN

VESSEL OWNER/ADDRESS: Reported as; Same as above

PLACE/DATE OF SURVEY: Chattanooga, TN - September 24th. & 25th., 2018

HULL DESCRIPTION: Modified-V Planing hull of FRP (fiber reinforced plastic) - 18° dead rise aft

VESSEL DIMENSIONS: LOA: 26' 7" - Beam: 10' 0" - Draft: 21" (reported Brunswick Specs)

DISPLACEMENT/CLEARANCE: 6,200 Lbs. (reported Brunswick Specs) - 10' Clearance (estimated top of anchor light)

DOCUMENTED TONNAGE/DEPTH: N/A

PROPULSION SYSTEM(S): Twin Mercury Verado 250 HP - four stroke - six cylinder GAS outboard motors

FUEL TYPE/ CAPACITY: GAS - 190 usable gallons (reported Brunswick Specs)

OTHER TANKAGE:..... Class B foam tank: (estimated 28 gallons)

ELECTRICAL SYSTEMS: AC: 120 volts - 30 amp - DC: 12 volts

OWNER'S EXPERIENCE: Experienced with this vessel

INTENDED USE/CRUISING AREA: Surveyed for; commercial use only; underwriter defined waters

HULL • DECK • SUPERSTRUCTURE • HELM STATION

Hull Topsides & Transom:

Characteristics: Modified-V planning hull featuring Boston Whaler's unique Unibond (TM) closed-cell foam FRP (fiber reinforced plastic) construction, featuring: a moderate raked flared bow, flat sheer line, watertight lift-out hull side door (port side), tiered self-draining transom w/extended engine platform, swim platform, hard chines and hull lifting strakes - fire/Rescue department decals and Whaler badges.

Fittings/hardware: black powder coated 316 Stainless steel (s/s) hull side grab handles - s/s tow eyes - s/s, bronze, and plastic thru-hull fittings - transom mounted s/s hull trim tabs w/single rams - Marlon plastic depth/speed transducers - transom ground plate.



Deck, Pilot house & Cockpit:

Characteristics: Deck, pilot house and cockpit same general construction as the hull featuring; overlap (shoe box) hull to deck joint with hard rubber rub protection and non skid surfaces at working areas - recessed, walk-around deck/cockpit w/enclosed pilot house, raised fore deck seat and lockable lower cuddy - tall bulwarks w/wide gunwales, side shelves and lockable storage compartments - stern splash well bulkhead.



Fittings/hardware: Powder coated (black) bow rails, exterior and interior cabin grab rails, cleats, stern rails, navigation light mast - fuel & foam tank fill fittings - transom chafe cap - self draining scuppers. Also see next page for fire fighting equipment



Ground tackle: #20 galvanized steel Danforth anchor fitted with (approximately) 3' of 3/8" chain and approximately 150' of 7/16" stranded Nylon rode - aft deck manual winch with undetermined length double braid hawser - numerous vinyl fenders and various size and type lines.

Accessories: Portable re-boarding (swim ladder) - (2) windshield wipers - cockpit, pilot house and cuddy courtesy lights, red dome lights, bow docking and deck work lights - 12V light mast retraction unit - miscellaneous antennas - (2) 12V helm fans.

Pilot House/Helm Station:

Characteristics: Custom commercial (weather-proof) pilot house/helm station fitted with; molded FRP hard top and extended fabric bimini - fixed windshields, opening side windows and entry door - overhead electronics pod - dash panel and steering console - vinyl covered pedestal helm seats, one w/storage.



Instruments/controls: Dual single lever Mercury Smart Craft throttle/shift controls w/trim switches - s/s spoke steering wheel - digital (engine) and analog (other equipment) instruments including; dual tachometers w/systems monitors, speedometer, and fuel level gauges - misc fire fighting system controls - trim tab controls - 12V accessory outlet - ignition switches and "kill" switch.

Electronics, NAV equipment: Raymarine C120 color chart plotter w/integrated 48 NM Raytheon radar - Ray 54 VHF marine radio w/DSC - Whelan multi-function hailer w/PA, yelp, siren and emergency light controls.



GENERAL OBSERVATIONS: The overall condition of the hull, deck and superstructure were found to be generally in better than average cosmetic condition for a vessel her age and type; there were no obvious structural issues observed. *There were a few hull side gelcoat chips; numerous (common/expected) hull side scrapes and scuffs and numerous superficial rub rail dings.* Random percussion sounding and moisture meter sampling was accomplished on areas of the hull sides and deck where moisture intrusion or related structural issues are most probable; and were un-remarkable. All associated deck and house fittings, fixtures, windshields, hatches, and hardware were in serviceable condition where sighted/tested. The pilot house, helm console and electronics pod were stable and apparently un-modified and visibility from the pilot house is good all around. Instrument panels pilot and passenger seating well secured; generally in above average condition. The helm and engine controls; instruments, electronics and NAV equipment were in serviceable, generally better than average condition; and, unless otherwise specified in findings, powered up and appeared to operate normally when tested during the sea trial. *Instruments and electronics/NAV equipment calibration and accuracy not verified.* Ground tackle sighted was serviceable and appeared adequate for local cruising/anchoring situations with fair weather conditions and *good holding only.* Hull, deck and superstructure apparently equipped as normally delivered from the vessel and various equipment manufacturers. **** The fire fighting and recovery equipment were given a cursory visual inspection only, and except where otherwise specified in this report, were not tested or evaluated for their functionality or suitability of purpose.**

MISC. SYSTEMS • INTERIOR HULL/BILGE

12 volt DC system: *(B.1)

DC power supplied by (3) EnerSys Extreme series 12V/850 CCA dry cell, and (1) Interstate 24 series 12V/800 CCA batteries secured in drip-proof containers; (3) below the pilot house accessible from the cuddy, (1) located in the transom storage compartment. DC system also equipped with; (4) master battery disconnect switches - (1) Guest Pro 5/5/20, 30 amp and (1) Guest Pro 10/10, 20 amp marine battery chargers - insulated stranded copper wiring with crimp-on type connectors - in-line fuses, or trip/free circuit breakers where ABYC recommended (where sighted). *Not all equipment shown.*



120 volt AC system: *(B.2)

120V shore power circuit installed for battery charging only - boat side fitting port side aft in the cockpit.

Cuddy: Small cuddy cabin forward and below the helm used for equipment storage, and also provides access to the electrical distribution panels, main battery compartment and forward bilge.



Below deck fire fighting equipment/systems: *(B.3)

Westerbeke model W70GAWP gasoline powered fire pump engine with power take off and integral water pump w/ball valve seacock - Hypo Corp. Foam Pro B-3 foam system w/(estimated 28 gallon) foam storage tank and Hydro Pro 4.8 GPM pump - remote controls for both pumps at the helm. Aft cockpit mounted fire pump hydrant shown on page 6. *Not all equipment shown.*



Westerbeke engine hours: 78.5 - engine serial number: 743216-E603

Interior hull and bilge:

Gelcoat and paint finished FRP interior hull and deck molds stiffened by solid and partially cored, factory molded hull stiffeners - gelcoat and painted, molded FRP and plywood bulkheads and equipment shelves - semi-smooth and smooth finished gel coated bilge.



Thru-hull fittings, seacocks - de-watering systems (bilge pumps):

Bronze alloy and Marlon thru-hull fittings below the maximum heeled water line fitted with ball valve seacocks - (1) Rule 12V/ 2000 GPH and (1) Rule 12V/800 GPH bilge pumps w/float switches secured in the transom and cuddy bilges. Lighted control switches at the helm.



GENERAL OBSERVATIONS: The 12V system, including; the battery chargers, batteries, conductors, connectors, circuit protection and switches, distribution panels and gauges, appeared to be generally in good repair where accessible for inspection; and, *except where noted in findings*, in compliance with ABYC recommended standards. Batteries appeared to have a good state-of-charge, all connections were clean and tight, electrolyte levels were good in the wet cell battery. All of the vessel's electrical equipment powered up and appeared to operate properly.

The Westerbeke engine and all attached equipment and hardware shown above were well secured and appeared serviceable where accessible for inspection. Equipment mentioned on this page was given a cursory visual inspection only, and except where otherwise specified in this report, were not tested or evaluated for their functionality or suitability of purpose.

The hull and deck stiffeners, bulkheads and hull to deck joint appeared sound (where accessible.) with no obvious signs of excessive delamination or remarkable moisture content; as determined visually, and with random percussion sounding and moisture meter sampling. All thru-hull fittings were well secured and serviceable where sighted. Dewatering system equipment, plumbing and wiring were in serviceable condition; bilge pump powered up, and appeared properly installed. **Note; interior hull access for inspection was limited (and very restricted,) due to fastened and/or fixed panels, miscellaneous equipment, tankage and stowed gear, which precluded a close inspection in many areas.**

PROPULSION • STEERING & TRIM SYSTEMS

Twin 2013 Mercury Verado model 250 XLVOS - four stroke - 250 HP - 6 cylinder gasoline outboard motors:

Engine hours (indicated): port 441 - stbd 442 - Serial numbers: port 2B029141 - starboard 2B029141

Propulsion & steering systems: Production model Mercury Marine outboard motors equipped with; standard transom mounts w/power tilt/trim systems - Mercury dual cylinder hydraulic steering - standard Mercury/Whaler electrical and fuel supply hardware, fittings, wiring, cables and hoses - engine mounted sacrificial anodes - Mercury 48-825899A48 - 17 pitch stainless steel four blade props.



Gasoline fuel system:

Dual 5052 aluminum fuel tanks (marked 101 gallons ea) secured low in the bilge below deck amidships, equipped with; USCG type A-1 fuel hoses - in-line fuel filter/water separators - fuel tank level gauges - proper fuel tank vent fittings - fuel fill fittings at the side decks marked for GAS.



Hull trim system:

Lenco Marine hull trim system fitted with; dual s/s transom mounted hull trim tabs - trim motor/reservoir unit secured on equipment shelf just forward of the interior transom - standard helm mounted trim tab control unit.



GENERAL OBSERVATIONS: The outboard motors appeared to be in above average cosmetic condition; properly secured to the transom, and showing no obvious signs of abuse, hard dock, grounding, abnormal wear or serious issues to the associated hardware, power heads, steering, trim, electrical and fuel systems or props. *There were a few superficial scuffs and scrapes on the exterior cowlings.* The props were well secured, rotated freely, and showed evidence of unusual wear, corrosion or grounding. The outboard steering, motor tilt and trim systems were operational and all related components sighted were serviceable. The fuel system appeared to be in compliance with title 33 CFRs, ABYC, and NFPA recommended standards, where accessible for inspection.

The hull trim system was operational, fluid level and condition appeared normal - associated hardware and equipment were serviceable where sighted. See sea trial section for outboard motor operation and systems operation.

****Note; the fuel tanks were only partially accessible top side through small round deck plates, which made a thorough inspection impossible within the scope of this survey.**

**** This survey reflects a cursory visual inspection and a very brief sea trial of the outboard motors only, and is not to be considered a complete mechanical or engine survey.** Also see sea trial section.

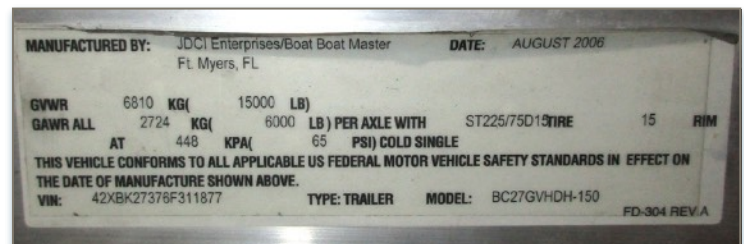
SAFETY EQUIPMENT • BOAT TRAILER

Safety equipment: *(A.1a, b, c) Ignition “kill” switch w/lanyard - 12V boat horn - (3) 3 Lb. & 2.5Lb. ABC type dry chemical fire extinguishers w/charge pressure gauges - 12V Xintex CO detector (cuddy) - portable re-boarding (swim) ladder - no oil discharge placard - FireBoy clean agent fixed machinery/fuel compartment fire extinguisher w/pressure gauge and helm charge monitor - miscellaneous equipment operation and hazard warning labels. *Not all equipment shown.*



GENERAL OBSERVATIONS: Safety equipment observed on board was serviceable, and appeared suitable for a vessel this size, in the area where surveyed, *except where noted in findings.* Some required and recommended safety equipment was reportedly stowed off premise and not brought on board (or observed) for this survey. It was not determined what portable equipment will be included in the sale of this vessel.

BOAT TRAILER: *(B.4) Boat Master Commercial tri-axle aluminum boat trailer equipped with standard; removable tongue w/brake fluid reservoir, emergency brake release fitting, wire harness, and lockable clamp - winch tower w/ manual winch and nylon strap - manual trailer jack - spare tire rack w/spare wheel mounted tire - diamond plate aluminum fenders - standard carpet covered wood bunks - vertical plastic covered steel trailer guides - ST225/750/15 steel belted radial tires w/steel mag wheels and bearing buddies - standard Boat Master lighting and suspension package - disc brakes.



GENERAL OBSERVATIONS: The trailer assembly, including; all accessible hardware and attachments, winch and straps, trailer jack, bunks, wiring, lighting, tires, wheels, and suspension, were generally in above average cosmetic condition for a trailer this age, and all equipment appeared serviceable. *Except where noted in findings,* the brake lights and turn signals, and running lights were operable. *Tire pressure not checked, but inflation appeared low in some tires. Brake fluid and wheel bearing grease not observed. Concerned parties are advised to have all equipment reinspected for condition before attempting to haul or launch the vessel.*

SEA TRIAL • FIRE FIGHTING EQUIPMENT TEST

SEA TRIAL REPORT:

INTRODUCTION: The vessel was operated by a member of the fire department with the marine surveyor and three additional passengers on board, for approximately 15 minutes on Chickamauga Lake/Tennessee River. The weather was mostly cloudy and mild, with a light wind, calm water, and approximately one knot downstream current. The fuel tanks were approximately half full according to the fuel gauges.

GENERAL OBSERVATIONS:

- The outboard motors started (cold) ambient air temperature without excessive cranking.
- The exhaust appeared normal with no unusual smoking on start up or while under way.
- The cooling water flow appeared normal at the motor discharge ports; and, there were no unusual fluid slicks sighted on the water near the motors.
- The engine instruments appeared to operate within normal limits at idle, cruising speed, and maximum throttle. *Calibration of the instruments was not verified.*
- The motors reached the manufacturer's recommended WOT (wide open throttle) RPMs (6000 + 0-50). SOG (speed over ground) at WOT indicated on the surveyors iPhone GPS indicated 41 MPH.
- The throttle and shift levers operated normally and smoothly - gears appeared to engage and operate normally/properly.
- The wheel/motor steering was responsive and smooth - the hull trim tabs and the outboard motor trim/tilt responded normally/satisfactorily.
- There no remarkable hull or machinery vibrations observed during the sea trial.
- The vessel's on-plane response appeared satisfactory, *although a bit sluggish (as expected), considering the fuel, equipment loads, extra passengers and the extra heavy duty commercial hull construction.*
- Vessel appeared trim and stable as configured for sea trial, *with a slight (unexplained) starboard list.*
- There were no unusual exhaust fumes/odors observed in the cockpit or pilot house during the sea trial.
- The electronics all powered up and appeared to function satisfactorily; *except for the depth sounder (new transducer reported to be on order).*

Fire fighting equipment test:

INTRODUCTION: The Westerbeke gasoline fire pump started easily and appeared to function satisfactorily, with good engine exhaust cooling water discharge flow - pump engine instruments appeared to operate normally - the pump had good pressure, and the nozzle remote controller appeared to operate satisfactorily. *Only the bow fire hose/nozzle tested due to time constraints.* The foam system was reported serviceable, *but not tested due to environmental hazard concerns.*



**** Concerned parties are advised that this report should not be used to evaluate the vessels seaworthiness or fitness for it's reported, intended use.**

OUT-OF-WATER INSPECTION

HULL BOTTOM (WETTED SURFACE) - BELOW THE WATER LINE FITTINGS: *(B.5)

Hull wetted surface is factory gel coat finish painted over with a undetermined brand black antifouling paint. The surface was generally clean and dry, with no marine growth.



GENERAL OBSERVATIONS: The wetted surface of the hull was visually inspected with the boat on a low boat trailer, which precluded a complete and thorough inspection of the hull bottom near the keel below the axles. The hull sides and transom were generally in slightly better than average cosmetic condition for a boat this age, with a few (apparently superficial) scrapes and scuffs. The hulls normally wetted surface, (stem, keel, transom, and chines,) appeared sound; with no signs of hard grounding, hard docking, or apparent structural defects. There were NO paint or gel coat blisters observed. Random percussion sounding indicated no readily detectable signs of remarkable delamination or voids. Moisture meter sampling taken with the surveyor's Protimeter SM moisture meter showed no reportable readings; except for a small area on the exterior transom between the motor mounting plates which showed high readings; however, precision soundings and the physical appearance of the transom were unremarkable.

All thru-hull fittings were well secured and appeared clear - the transom mounted trim tabs, rams, and depth transducer were well secured and in serviceable condition; the depth transducer was broken off (reportedly on order) - transom ground plate was well secured, with only mild surface corrosion - outboard motor zincs showed no remarkable wasting.

NOTE: The accuracy of moisture meter sampling IS NOT guaranteed accurate, due to equipment limitations; and, as some hull lay up chemistry and internally installed equipment can affect equipment reliability.

FINDINGS & RECOMMENDATIONS

“A” Defect, deficiency, or condition should be addressed before vessel is next underway, or as otherwise recommended. These findings may represent an imminent endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G., or other federal regulations.*

“B” Defect, deficiency, or condition should be corrected in the very near future, or as otherwise recommended so as to maintain proper operation and reliability, meet certain requirements or recommended standards, and/or contribute significantly to the value of a component or system.

“C” Defect, deficiency, or condition generally not requiring immediate attention, and/or would normally not appreciably affect the vessel's value, or fitness for (reported) intended service. Notes regarding surveyors opinion, generally accepted marine practices, voluntary standards and recommendations of ABYC and/or NFPA, which a prudent boat owner/operator should consider.

NOTE: This vessel may have been manufactured prior to enactment of some USCG title 33 requirements and certain voluntary standards and recommendations of NFPA and ABYC. This survey and report attempts to address those recommendations thought to be necessary for the safety of the vessel and those aboard. It does not suggest complete compliance with (non-essential) current requirements, or voluntary recommended standards and practices; unless specifically noted in this report.

A. SAFETY DEFECT, DEFICIENCY, OR CONDITION:

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A.1a,b,c: The machinery/fuel compartment fixed fire extinguisher had no current certification tag - the CO detector was out dated - some safety equipment was stowed and not inspected for this survey.

* **RECOMMENDATIONS;** Current NFPA 302 chapter 12 & 13 voluntary standards recommend fixed fire extinguishers be inspected and weight tested annually by a certified fire inspector - CO detectors should be replaced or recalibrate periodically as recommend by the equipment manufacturers - concerned parties advised to equip this vessel with serviceable safety equipment as required or recommend for it's assigned mission(s).

B. DEFECT, DEFICIENCY, OR CONDITION:

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B.1: Although the storage batteries were covered, there was no individual battery terminal protection installed.

***RECOMMENDATIONS;** Dielectric terminal protection highly recommended on at least the un-grounded (+) battery terminals to prevent accidental shorting. Ref ABYC Sec. E-10.

B.2: There was no ring locking fitting installed on the boat side end of the shore power cable.

***RECOMMENDATIONS;** Installation of a ring locking device or suitable cable strain relief recommended to prevent the shore power cable fitting pulling loose; possible arc-over and equipment damage, loss of electrical power or cable overheating. Ref ABYC Sec. E-11.

B.3: The Westerbeke engine raw water intake hoses below the maximum heeled water line were not double clamped.

***RECOMMENDATIONS;** ABYC Sec. H-27 voluntary standards recommend all raw water intake hoses below the maximum heeled water line be double clamped using all stainless steel clamps of at least 1/2" width; where fittings permit such installation.

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B.4: The aft, left hand trailer brake light and turn signal light did not illuminate - trailer tire inflation was inadequate.

***RECOMMENDATIONS;** Enable trailer the trailer brake and turn signal lights - be sure ALL its are properly inflated.

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B.5: The depth transducer was missing; new unit reportedly on order.

***RECOMMENDATIONS;** Install depth transducer and verify proper operation of the depth sounder.

Other survey notes:

****Concerned parties (potential buyers) advised to review maintenance history and other records for this vessel; and, discuss all unique features and vessel operation characteristics (with seller); and, have all systems which were not proven during this survey, proven operational prior to making a purchase decision. Potential buyers should consider having their own pre-purchase survey conducted by their surveyor of choice.**

****This report is solely for the purpose of an appraisal opinion for value and should not be used to judge the seaworthiness of the vessel or its suitability for insurance. In addition, this report is not to be considered a detailed marine survey inspection and testing to determine condition of vessel systems, vessel safety or vessel operating condition for obtaining insurance or pre-purchase decision making.**

****The cost to correct any defects discovered in the course of a full marine survey would have to be deducted from the value placed on the vessel in this report. Major vessel components and electronics were identified and listed only to the extent necessary for valuation purposes only, not for functionality. If a component is not identified in this report, it may not have been sighted or included in the overall appraisal evaluation.**

END OF SECTION

CONDITION RATING & VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the *overall rating of condition*, after the survey has been completed and the findings have been organized in a logical manner.

Grading system terms:

"EXCELLENT (BRISTOL) CONDITION," a vessel maintained in mint or bristol fashion - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION," generally well maintained - better than her sister ships in most respects - may have updates and/or additional equipment added.

"AVERAGE CONDITION," fairly well maintained - normally equipped for her size - requires mostly routine and/or minor maintenance.

"FAIR CONDITION," generally not very well maintained overall - requires more than routine maintenance to prepare for sale, and/or re-insurance.

"POOR CONDITION," poorly maintained - substantial yard work required .

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

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

A OVERALL VESSEL CONDITION RATING OF:

***** ABOVE AVERAGE *****

STATEMENT OF VALUATION:

1. The "ESTIMATED FAIR MARKET VLAUE" is the most probable price in terms of money which the 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.
 - e. The price represent a normal consideration for the vessel sold unaffected by creative financing or sales concessions granted by anyone associated with the sale.
 - f. These valuations are based on the vessel's apparent condition on the date of the survey and assumes that the vessel's engine(s) and other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of recommended additional testing/inspection procedures may significantly lower this valuation.
 - g. Comparison of values for similar vessels listed in various pricing research guides and from other sources are used to determine the subject vessel's ESTIMATED FAIR MARKET VALUE and ESTIMATED REPLACEMENT COST.
**See Note to Valuation in General Conditions section of this report.

Therefore, after consideration of reliability of data, the extent of necessary adjustments and condition of the vessel, it is this surveyors opinion, that the "ESTIMATED FAIR MARKET VALUE" of the subject vessel is: **** see Pg. 4 Re. value**

\$ 135,000.00

One hundred thirty five thousand dollars and zero cents

2. The "ESTIMATED REPLACEMENT COST," indicates the approximate retail cost of a new (or similar/comparable) make/model vessel with similar equipment.

\$ 238,000.00

Two hundred thirty eight thousand dollars and zero cents

SUMMARY & CERTIFICATION

SURVEY SUMMARY:

In accordance with the request for a marine survey of the **2006 Brunswick Commercial Boston Whaler Vigilant 27' Center Console - HIN: WCG00266F606**; for the purpose of evaluating it's present condition; and estimating it's fair market value and replacement cost for **Pre-Sale Valuation** consideration; I hereby submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **September 24th. & 25th., 2018**, and was found to be apparently well constructed, capably captained, and **GENERALLY WELL MAINTAINED**.

*Subject to correction of deficiencies requiring immediate attention, or where otherwise noted for vessel and/or passenger safety; the vessel would appear to be **FIT AND SUITABLE** for it's **REPORTED**, intended use. Other deficiencies should be attended to in a timely manner.*

**** Fair Market Value is "Surveyors Opinion Only;" based on all serious conditions; and, with no subsequent or undetermined conditions arising.**

SURVEYORS CERTIFICATION:

I certify that, to the best of my knowledge and belief;

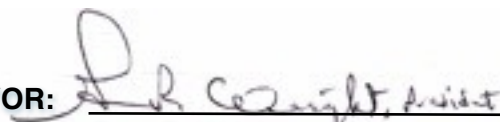
- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.
- I have no present or prospective 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 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 ONLY for the use of the specified benefit of the person (or persons) named as the requesting party in the Scope of Survey, and his or her assurers and or lenders. Accordingly, others are not to use this report, and not to rely upon the contents of this report, without payment to the undersigned of an additional, agreed fee, and, subsequent re-evaluation of the same factors.

Further, the undersigned shall have no liability for compensation of damages, no liability for the personal injury damages, no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon acceptance and/or use of this report.

Electronic Copy - a hard copy of this report will be mailed to the buyer/client only, upon written request (additional cost). NOTE! Please call us immediately and do not rely upon this report if you have any questions, concerns, or, find any errors or omissions in this report.

ATTENDING SURVEYOR:



Date Sept. 26th., 2018

Gary R. Wright, president, Wright-Way, Inc. (AMS # 753)
Society of Accredited Marine Surveyors

