CONNOLLY
MARINE SURVEYORS, LLC

2022 33' Grady White Freedom 335

"Worth The Wait"

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Pre-Purchase Report of Marine Survey

Of the Vessel

"Worth The Wait"

2022 33' Grady White Freedom 335

Conducted By

Mike Connolly, President, Connolly Marine Surveyors LLC

Prepared For

Ozzie Ramos

Date Of Survey: Inspection performed on: 10/16/25 with Report submitted on: 10/20/25

INTRODUCTION

PURPOSE & SCOPE

Purpose and Scope of Work:

The following Scope outlines the work to be undertaken by the contractor, at the request of the buyer, in part to determine the condition and estimated value of the vessel for pre-purchase, used for insurance underwriting and/or financing. This survey was performed at the request of the purchaser, Ozzie Ramos, to inspect a 2022 Grady White Freedom 335 on 16 October 2025 and the survey was completed on 20 October 2025. The vessel was inspected in the water at Port of Egypt Marine, Southold, NY and a limited trial run (sea trial) performed. The vessel was then short hauled and an inspection of the wetted surfaces was performed.

This vessel was surveyed without the removal of any parts, tacked carpet, screwed or nailed boards, fixed partitions, instrument panels, locked compartments or other areas that were generally inaccessible so as to preclude inspection. A visual inspection of the hull and topsides was conducted and percussion testing performed at approximately every 6-12 inches using a phenolic hammer. A Tramex Skipper Plus non-invasive conductivity (moisture) meter, calibrated by the manufacturer, was used to supplement the inspection in order to identify abnormalities in the hull structure and topsides.

AC and DC electrical systems were inspected along with wiring (conductors) where accessible. A significant amount of wiring could not be observed due to the wire looms and conduit throughout the vessel which would require removal/dismantling for inspection. If a detailed report of the condition and capacities of the wiring and electrical components is required, it is recommended that a suitably qualified (ABYC) marine electrician be engaged.

Vessel tankage was visually inspected where accessible. Tanks were not confirmed to be full at the time of inspection and tankage was not opened or pressure tested unless otherwise noted.

No information contained in this report regarding the engine(s), genset or propulsion systems should be construed as a comprehensive evaluation of the machinery. A separate engine survey should be conducted by a qualified professional if desirable. Naval architecture and engineering analysis were not part of the scope of this survey. No determination of stability or inherent structural integrity has been made, and no opinion expressed with respect thereto unless otherwise indicated.

A limited trial run was performed to demonstrate the functionality of the propulsion, steering, electronics and related systems. Electrical equipment was tested on a limited basis to verify function only. It is recommended that all engines be inspected by a qualified Engine Surveyor or Marine Mechanic, to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

The signed report represents the findings of the Survey and supersedes any and all statements and representations. Complete compliance with and identification of, and reporting on all standards, codes and regulations is not guaranteed. Deficiencies reported herein reflect the conditions observed at the time the survey was conducted. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and/or insure the vessel for the client only. It is not intended for, or assignable to, any other parties for any other purpose.

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 specified or implied.

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

Terms used in this report have the following meaning:

ABYC - The American Boat and Yacht Council, a non-profit member organization that develops the voluntary global safety standards for the design, construction, maintenance and repair of recreational vessels.

ACCESSIBLE - Capable of being reached without the removal of boat structures

APPEARED/APPEARS - Was visible or noticeable, but may have had constraints to allow for a very close inspection

DELAMINATION - Separation into constituent layers

DEMONSTRATED - Equipment was powered up and functionality tested for suitability for intended purpose

FIT FOR INTENDED USE - Use which it is intended by the Survey purchaser (current or prospective owner of the vessel)

FRP - Fiber reinforced plastic, also known as Fibreglass or Fiberglass. This is typical construction material for most modern day yachts and small craft.

FUNCTIONAL - Functions as intended

HIN - Hull Identification Number

NFPA - The National Fire Protection Association, an international non-profit organization devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

NOT TESTED - Indicates that a very close and/or complete inspection of a system or component was not possible due to constraints imposed upon the surveyor (ie no time, no power, no access)

POWER/POWERS UP - System or component turned on or showed positive intended movement when power was applied. This does not extend to programmable operation of the system or component.

PROPERLY SECURED - Fastened and secured in an acceptable or suitable way free from risk of loss or physical damage

READILY ACCESSIBLE - Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools

SERVICEABLE - Sufficient for its intended requirement, provides intended service

SUITABLE FOR INTENDED USE - Adequate for use which is intended by the purchaser of this survey

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Pre-purchase, condition and value survey completed upon request of the Buyer
DATE OF SURVEY INSPECTION	October 16, 2025
VESSEL TYPE	Bowrider dual console
VESSEL BUILDER	Grady White Boats, Inc.
HIN (HULL IDENTIFICATION NUMBER)	NTLJB225D222
MODEL YEAR	2022 (per Hull Identification Number)
YEAR BUILT	April 2022 (per Hull Identification Number)
HAILING PORT DISPLAYED	Port Jefferson, NY
OFFICIAL NUMBER	No. 1344348
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	33'6" As reported by BUCValuPro™
BEAM	11'7" As reported by BUCValuPro™
OVERHEAD CLEARANCE	9'5" as reported by PowerBoatGuide.com
DISPLACEMENT	13,090 lbs. (approximate dry weight)
GROSS TONNAGE	14 GRT
NET TONNAGE	14 NRT
LOCATION OF SURVEY INSPECTION	Port of Egypt Marine, Southold, NY
PERSONS IN ATTENDANCE DURING SURVEY	Only the Surveyor was present during the survey.
WEATHER CONDITIONS PRESENT	Sunny, cool and breezy

RATING & VALUATION

VESSEL OVERALL RATING
AVERAGE / ABOVE AVERAGE

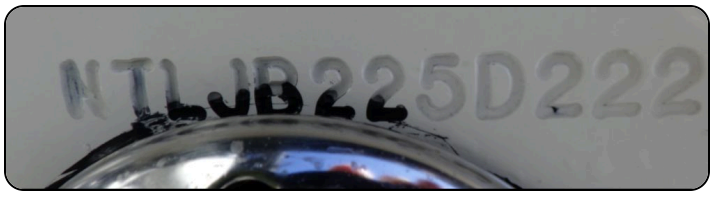
ESTIMATED MARKET VALUE
$382,741

ESTIMATED REPLACEMENT COST
$614,791

VESSEL DOCUMENTATION DATA

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) was displayed on the starboard transom and conformed to the standard format mandated by the U.S.C.G.



DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's U.S.C.G. Documentation was verified on the Maritime Information Exchange. The official number was not found on board. The vessel must have the official documentation number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO ." on some clearly visible interior integral structural part of the vessel. The number must

be permanently affixed so that alteration, removal or replacement would be obvious and cause some scarring or damage to the surrounding hull area.

FINDING C-1

VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

The Grady White Freedom 335 was designed as a versatile fishing vessel that equally exceled as a family-friendly cruiser. The deep-V hull with 20 degrees deadrise aft, hard chines and lifting strakes on Grady's SeaV2 hull design provided a stable ride in choppy sea conditions. The dual console layout featured an expansive cockpit space with transom integrated live-well, fish box with cold plate, rod holders and starboard side dive door. This vessel was powered by triple Mercury 400 HP Verado engines and featured a Seakeeper-3 stabilizer. The cockpit had a refrigerator, grill and wet bar, a power adjust lounge seat to port and a fold away aft bench seat. A power roll up cockpit shade provided sun protection on hot days.

Forward of the helm was a roomy head compartment with shower, and a cabin with retractable bunk was to port. The bow was accessed via a walk through windshield panel and featured seating port and starboard with an adjustable table and additional storage.

HULL MATERIAL

Reportedly constructed of hand laid bi- and tri-directional woven fiberglass mat laminated with polyester resin. Solid fiberglass construction below the waterline and utilizing an end-grain balsa coring on the hull sides above the chine.

EXTERIOR FINISH

White gelcoat, with blue and silver accent taped stripes and manufacturer graphics.

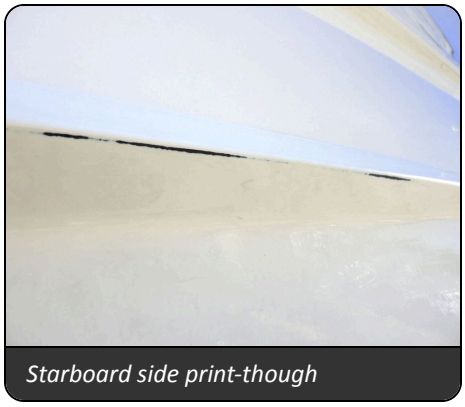
GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be well kept and free from any excessive wear. There were areas gel coat blemishes at the bow, port and starboard sides, where it appeared there was a gel coat repair at the leading edges of the chines and the strakes. Some overspray and drips were observed, as well as some "print-though" of the underlying material beneath the gel coat in the area on the starboard side. No obvious signs of fiberglass repairs were sighted from either inside or outside the vessel.

The bow tow eye was showing some stress cracks emanating from the hardware, possibly from a minor impact.

The dive door showed a small gel coat crack emanating from the lower radius and there were elevated conductivity readings detected, possibly indicating moisture intrusion. No signs of delamination were found when tested. It has been the Surveyor's experience that stress cracking in this area are common.

Port bow gel coat



Starboard side print-though

Bow tow eye with gel coat cracks

Gel coat crack, lower radius of dive door

Elevated conductivity readings

FINDING B-1 **FINDING B-2**

TRANSOM

The transom was reportedly constructed of FRP (fiber reinforced plastic) with a composite sandwiched core, utilized aluminum brackets secured to the stringers, and capped with an aluminum bang cap. The transom was visually inspected, sounded with a phenolic hammer, and checked with a conductivity meter for moisture intrusion with no anomalies found.

BOARDING SWIM LADDER

Four (4) wrung stainless steel telescoping boarding ladder installed on the port side of the swim platform. The ladder was tested for normal use and was found in serviceable condition.

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic). All tabbing was serviceable where sighted with no separation of tabbing or movement of the bulkheads observed where sighted.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by composite cored FRP (fiber reinforced plastic) structural grid system, tabbed to the hull. Voids are filled with a closed cell foam to provide structural support of the stringers, basic floatation, and reduce noise and vibration. The stringers were visually inspected where accessible and percussion tested in the aft bilge and found to be in serviceable condition. Complete testing of the stringer system was not possible due to access.

BILGES

A gelcoated surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION

The bilges were generally clean and free of any significant water collecting where sighted.

CHAIN LOCKER DRAINAGE

Appeared to drain directly into the bilge.

BILGE LIMBER HOLES

The limber holes were observed to be appropriately sized and clear, where sighted.

VESSEL LIST

The vessel did not have any significant listing during the Survey (a nearly straight waterline was observed).

MOISTURE COMMENTS

Electronic moisture testing was conducted with a Tramex Skipper Plus non-invasive conductivity (moisture) meter with current calibrations conducted by the manufacturer. Some elevated conductivity readings (possible moisture intrusion) were observed in an isolated area of the dive door where there was also a gel coat crack found (see findings). The remainder of the vessel tested low for signs of moisture.

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fiber reinforced plastic) with white gelcoat and diamond textured non-skid.

DECKING OVERLAY

Composite mat deck overlays throughout the cockpit and bow decks. The deck overlays showed only minor wear & tear, and were generally in serviceable condition with only a minor cut sighted in the cockpit. A section of deck was observed to have had glue applied to the fiberglass non-skid around the port side adjustable lounge seat (its possible there was a section over overlay applied here and later removed as it was interfering with the adjustable seating).

Minor wear in the cockpit overlay

Dried adhesive around the port side lounger

FINDING C-2

RUB-RAILS

Black plastic composite compression rail with stainless steel striker strip. The rub rail was observed to be in serviceable condition with only minor signs of impact damage sighted amidship on the starboard side. The rails did not have any loose or missing fasteners where sighted.

Minor dent port side amidship

FINDING C-3

HULL-TO-DECK JOINT TYPE

The hull to deck joint was an overlapping "shoe box" type joint with elastomeric marine sealant between hull and deck joint. The joint was fastened with stainless steel self-tapping screws and threaded fasteners. The molded composite rub rail with stainless steel insert was fastened to the joint. The hull to deck joint was in serviceable condition where sighted without any observed signs of water intrusion.

BRIDGE ARRANGEMENT

HARD-TOP

Fiberglass hard-top with pipe-welded aluminum support piping and window enclosure curtains by 4U2SEA. The hard top was sounded with a phenolic hammer with no anomalies found and the curtain enclosure was observed to be in serviceable condition with no signs of excessive wear.

COCKPIT SHADE

Electric retractable roll-up cockpit shade, with Sunbrella type fabric, demonstrated and found to be in serviceable condition.

EXTERIOR EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

The cockpit included a wet-bar stainless steel sink, an Isotherm model DR49 drawer refrigerator, and a Kenyon 120VAC grill. All powered on when tested and were found to be in serviceable condition.

The grill featured an automatic shut off switch activated when the lid closes, successfully demonstrated.

EXTERIOR SEATING

Power adjust helm seating, U-shaped companion helm seating, port side aft power lounger, transom flip up bench seating, bow seating port and starboard. Vinyl cushions and stitched seams were all observed to be in serviceable condition with any tears, significant UV damaged, or pulled stitching where sighted.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable with no significant wear or weathering, no pulled stitching, and showed proper care.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's interior and exterior hardware.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

Hard top lights, red white and blue, courtesy lights and cockpit aft Lumitech LED spreaders were all tested and all illuminated.

EXTERIOR WASHDOWNS

There was a fresh water faucet fixture at the bow, demonstrated and found to be in serviceable condition.

EXTERIOR SHOWER

Port side fresh water shower fixture, demonstrated.

DECK HATCHES

Two (2) 12x16 Bomar hatches provides ventilation to the helm space. The dogs and locking mechanisms were exercised and found to be in serviceable condition.

EXTERIOR DOORS

Bifold door at the bow walk-through, found to be in serviceable condition.

WINDSHIELD

Tempered glass wrap around windshield by Taylor Made with a stainless steel frame and a walk through panel, in serviceable condition. The windshield was fitted with dual wiper arms, port and starboard with washers. The wipers and washers were demonstrated and found to be in serviceable condition. The center walk through panel was observed to open smoothly and latch securely in the open and closed positions.

BOW RAILING

1 inch stainless steel bow grab rails affixed to port and starboard sides. The bow rails were found to be firmly secured when a push/pull force was applied and in serviceable condition without any significant pitting or corrosion observed.

DECK DRAINAGE

Self bailing deck drains at the port & starboard aft cockpit corners, observed to be clear of debris.
Two of the splash well drain anti-back flow flaps were observed to be broken/missing at the transom.

Splash well drain flaps broken/missing

FINDING C-4

CLEATS

8 inch flush mount, pop up style, stainless steel cleats throughout. Cleats were found to be firmly affixed when a push/pull force was applied and in serviceable condition.

EXTERIOR STORAGE

The bow featured a starboard side insulated locker beneath the starboard cushion, and a port side storage drawer.
Additional storage in the cockpit located beneath the port side lounge seat.

EXTERIOR DECK ACCESS HATCHES

Cored fiberglass deck hatches with struts, found to be in serviceable condition. There were some hairline cracks in the gel coated drain channel sighted in the forward hatch.

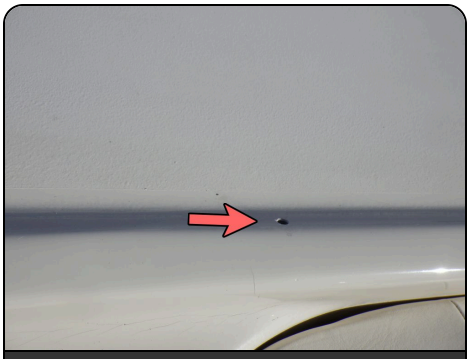
Gel coat cracks, forward deck hatch drain channel

FINDING C-5

EXTERIOR COVERS

Vinyl cockpit and bow covers in serviceable condition without any significant wear and tear. There were some pulled threaded snaps observed at the bow.

Screw in snap missing adjacent to windlass controls



Pulled bow cover snap

FINDING C-6

SUN SHADES

Power retractable cockpit sunshade, demonstrated and observed to be in serviceable condition.

FENDERS

Three (3) fenders will reportedly convey with the sale of the vessel.

FISHING EQUIPMENT

OUTRIGGERS

Gemlux carbon fiber outriggers observed to be in serviceable condition. The adjustments and pivots were demonstrated.
Note: outriggers were not rigged at the time of the survey.

ROD HOLDERS

Three (3) flush mounted rod holders in the gunwales, and four (4) rocket launcher rod holders affixed to the pipe welded hard top frame. Rod holders were found to be in serviceable condition and fit for intended use.

LIVE BAIT-WELLS

Live well at the port side of the transom, reportedly with a 32 gallon capacity, powered by a Shurflo Bait Sentry 800 bait well pump. The pump powered up when tested.

FISH BOX REFRIGERATION

Transom integrated fish box was equipped with a refrigerated cold plate, and a digital thermostat control unit in the port side cabin. The cold plate powered up when tested.

WASH DOWNS

Fresh and raw water wash down located in the port side of the cockpit, both successfully demonstrated.
The raw water pump was a Shurflo Pro Blaster II 4.0 GMP 12 volt pump mounted in the aft bilge.

CABIN APPOINTMENTS

INTERIOR

ACCOMMODATION ARRANGEMENT

There was a port side cabin sleeper with an electric actuator, demonstrated.

FLOORING

Fiberglass flooring with a composite overlay, observed to be in serviceable condition and free of excessive wear.

COUNTER TOPS

The head compartment had a Corian counter top that was observed to be in serviceable condition.

WATER INTRUSION COMMENTS

No significant signs of water intrusion were observed at the vessel's interior.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

Interior 12 volt lighting in the head compartment and port side cabin illuminated when tested, in serviceable condition.

HVAC/AIR CONDITIONING SYSTEM

Two (2) marine air conditioning units, reportedly 16,000 BTU and 8,000 BTU serving the helm and cabin spaces. The hull was fitted with a Dometic 120VAC raw water pump, model 336183. The HVAC units powered on and were demonstrated when tested from the digital control units in the cabin with proper water flow observed.

Note: when properly performing, HVAC system capabilities do not effectively cool cabin temperatures more than 15-20F from ambient conditions. A complete test of the systems cooling capabilities was not able to be performed.

HEAD EXHAUST VENTILATION FANS

Exhaust fan was installed in the head compartment and powered on when tested.

GALLEY EQUIPMENT

MICROWAVE OVEN

Zest model ZE07120S microwave oven, powered on when tested.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE OVERVIEW

The vessel's propulsion was triple Mercury Verado 400XL, 2.6L supercharged in-line 6 cylinder with DOHC and 24-valves producing 400HP at a wide open throttle range of 6,200 - 6,800 RPM's.

ENGINE STARTER VOLTAGE RATING

12 volt.

ENGINE HOURS

Port: 102 Center: 102 Starboard: 102, observed on the Mercury Smart Craft digital hour meters.

ENGINE SERIAL NUMBERS

Port: 3B226415 Center: 3B231554 Starboard: 3B189403

ENGINE DISPLAYS

Mercury Marine SmartCraft VesselView Digital Monitoring Display.

THROTTLE & SHIFT CONTROLS

Mercury digital electronic throttle and shift, in serviceable condition.

EMERGENCY ENGINE SHUT-DOWN

Engine shut-down pull clip at the helm ignition, demonstrated.

ENGINE BED MOTOR MOUNTS

Threaded galvanized motor mounts, visually inspected from inside and outside the transom, and found to be in serviceable condition.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

COMMENTS

As stated in the work agreement, it is understood that the assessment of the engine(s) by the attending surveyor is limited to visual inspection and performance assessment, and the surveyor is not an engine surveyor. As such, it is recommended that all engines and transmissions be inspected by a qualified engine surveyor or technician to determine the internal condition of the engines, gears, pumps, heat exchangers, etc. Disassembly of engine components is beyond the scope of a pre-purchase survey.

TRIAL RUN INFORMATION

ENGINE PERFORMANCE

A limited trial run was conducted as part of the survey, commencing at Port of Egypt Marine, Southold, NY. Present for the trial run was the Surveyor and Will Lieblein from the marina, as the vessel operator. Trial run weather conditions were sunny, cool and a gusty north wind at approximately 20 mph with seas 1-2 ft. Fuel on board was approximately 40%, water and holding empty. The Mercury engines started without excessive cranking and no noticeable smoke was observed during the cold start. Water pump tell-tale stream was observed on all three engines. Idle speed was 610/590/610 RPM's with normal alternator output and oil pressure observed on the helm gauges. The Seakeeper was engaged and the on-board board generator allowed to run for the duration of the bay test. The engines were given sufficient to warm up and then using the bow thruster, the vessel was maneuvered away from the slip. The vessel operator took a southerly course into Southold Bay and the following engine performance results were recorded (speeds at GPS SOG):

1020 p / 1100 c / 1030 s RPM's @ 5.1 knots
2100 p / 2080 c / 2110 s RPM's @ 8.2 knots
3870 p / 3860 c / 3870 s RPM's @ 25.1 knots and a fuel burn of 10.2/10.1/10.6 GPH
4120 p / 4120 c / 4120 s RPM's @ 27.5 knots and a fuel burn of 11.6/11.4/11.8 GPH
4500 p / 4500 c / 4500 s RPM's @ 31.2 knots and a fuel burn of 13.9/13.8/14.2 GPH
5880 p / 5980 c / 5870 s RPM's wide open not trimmed @ 41.5 knots
6120 p / 6150 c / 6140 s RPM's wide open trimmed @ 42.8 knots (49 mph).

The vessel was reduced to a safe operating speed and a series of figure-8 steering tests were performed with no abnormal listing, noise or vibrations noted in the vessel. Steering was observed to be smooth and responsive. Trim tabs were individually demonstrated. The vessel was then put into neutral and a series of backdown tests performed while monitoring the engine mounts. No exceptions were noted in the backdown performance test. The vessel was then returned to its slip at POE and the emergency kill switch successfully demonstrated.

COMMENTS

Several variables affect vessel speeds & engine RPM (vessel trim, weight/load, running gear & wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.).

MACHINERY & BILGE SPACE EQUIPMENT

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type, exercised and found to be in serviceable condition. Monitor and exercise frequently.

RAW WATER STRAINERS

Marine Hardware bronze sea strainers serving the Seakeeper and the generator, both observed to be securely mounted and in serviceable condition.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

Hose clamps were in serviceable condition where sighted and appeared to provide intended service.

ENGINE FLUSHING SYSTEM

Engine freshwater flush kits were installed.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline for the engines. Diesel for the generator.

FUEL TANK MATERIAL

Primary gasoline fuel tank was manufactured of 5052-H32 aluminum by Florida Marine Tanks in 2022. The tank had a 293 gallon capacity and was found to be securely mounted beneath the cockpit deck.

Generator diesel fuel tank was manufactured of 5052-H32 Aluminum by Florida Marine Tanks in 2021. The tank had a 12 gallon capacity and was found to be securely mounted in the aft bilge.

FUEL LEVEL MONITORING

Engine fuel tank level indicator was integrated into the Mercury display system. The generator fuel level gauge was located at the main panel (showed just over half full at the time of the survey).

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were sighted on the fuel tanks.

FUEL FILL LOCATION

Starboard side gunwale, appropriately marked for gas. The diesel fuel fill was at the transom, appropriately marked for diesel.

FUEL TANKAGE & FUEL FILL GROUNDING

The fuel system grounding was tested with a Fluke Multi-meter between the fuel sending unit and engine battery ground, measured at 0.0 ohms, in compliance with 33 CFR 183.572 requiring each metallic component of the fuel fill system and tank is grounded to a resistance of less than 100 ohms.

The aft diesel tank was not tested due to access, however grounding wires were sighted and attached as required in CFR 183.572 and ABYC H-33.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved fuel hose, double clamped where sighted, in compliance with ABYC H-24 requirements for gasoline fuel systems and ABYC H-33 diesel requirements.

FUEL LINES/HOSES

USCG Approved Type A1 flexible fuel lines, serviceable where sighted without any cracks, splitting or soft spots observed.

MAIN ENGINE PRIMARY FUEL FILTERS

Quicksilver spin on fuel filters, model 35-8M0157620 mounted in the aft bilge.

GENERATOR PRIMARY FUEL FILTERS

Parker Racor diesel fuel water/water separator, filter model R11T.

FUEL TANKAGE SPACE IGNITION PROTECTION

The electrical items located in the fuel tankage space were ignition protected where sighted.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

Four (4) Interstate, Group 27, 12 volt AGM batteries, 975 MCA mounted in the aft bilge. Static voltage was tested on each with a Fluke digital volt/ohm meter with the following results:

Forward: 12.61 volts

Second 12.61 volts

Third 12.58 volts

Aft 12.59 volts

There was one Duracell lead acid battery serving the Seakeeper, measured at 12.20 volts.

All batteries were properly secured and mounted in acid proof trays in compliance with ABYC E-10.

BATTERY SWITCHES

Three (3) Blue Sea battery switches located on the port aft side of the cockpit, and one (1) Blue Sea rotary switch adjacent to the Seakeeper battery, port side. All were in serviceable condition.

MAIN DC BREAKERS

The main DC breakers were mounted adjacent to the batteries, were installed in the main DC breaker panel, with additional fuses located beneath the helm station.

BATTERY CHARGERS

ProMariner ProNautic 1250P - 12 volt / 50 amp. battery charger, powered up and found to be in serviceable condition.

DC SYSTEM WIRING TYPE

Marine grade tinned copper stranded wire where sighted, well supported and fit for intended use.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120 volt @ 60Hz.

AC SHORE POWER PHASE RATING

Single phase.

AC SHORE POWER INLETS

One (1) 30 amp shore power inlet located on the port side, aft. There were no signs of heat damage or corrosion observed, and the terminals were found to be in serviceable condition.

AC SHORE POWER CORDS

One (1) 30 amp vinyl shore power cord was observed on board the vessel. Inspected and found to be in serviceable condition without any signs of heat damage.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was sighted beneath the port side gunwale, within 10 ft (three meters) of the inlet as required by ABYC E-11.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS

Blue Sea Systems AC voltage gauge in the main AC electric panel.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual slide type located in the main cabin electric panel.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

Fail-Safe GI-30A Galvanic Isolator.

AC ELECTRICAL POWER OUTLETS

AC outlets in the cabin, and at the helm station tested using a UL Listed Circuit Tester and found to have properly wired polarity and the GFCI appropriately tripped when tested beyond 5 milliamperes. In compliance with ABYC E-13.3.5, "If installed in a head, galley, machinery space or on a weather deck, receptacles shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI)."

AC SYSTEM WIRING TYPE

Marine grade triplex where sighted, in serviceable condition.

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL

Fischer Panda 5kw diesel generator.

GENERATOR VOLTAGE RATING

120/240 volts AC @ 60 Hz.

GENERATOR PHASE RATING

Single phase.

GENERATOR STARTER VOLTAGE RATING

12 volt.

GENERATOR HOURS

119.3 hours observed on the panel mounted hour meter.

GENERATOR SERIAL NUMBERS

2101124

GENERATOR INSTRUMENTATION GAUGES

Generator instrument panel installed at the main electrical panel.

GENERATOR DRIVE BELT

Single V-belt, observed to be in serviceable condition and free from any accumulation of belt dust.

GENERATOR OIL LEVEL

Oil level was withing the normal range on the generator's oil sump dipstick, but was on the low end.

FINDING C-7

GENERATOR COOLANT LEVEL

The generator coolant recovery expansion tank's level was normal.

GENERATOR EXHAUST SYSTEM

Raw water cooled with fiberglass water-lift type muffler discharging from the starboard side. Exhaust hoses were wet marine grade, double clamped at the connections as required.

GENERATOR LOAD TEST INFORMATION

The generator set was started from the main AC panel in the cabin. The generator started smoothly and water flowed freely through the exhaust and through the starboard side through hull fitting. The generator was allowed to warm up for approximately 10 minutes before the AC power load was switched to the generator. The main breaker switch was located on the main distribution panel in the cabin and was equipped with a mechanical lockout. A full electrical load was applied to the generator by energizing the AC circuits from the main distribution panel. The voltage was checked with an Extech CT-70 Circuit Load Tester and was confirmed at 118.5 volts and 60.0Hz. Voltage was maintained during the test and the generator was functionally demonstrated during the load test. The generator was allowed to operate through the duration of the trial run without issue.

WATER SYSTEMS

FRESHWATER SYSTEM

NUMBER OF FRESHWATER TANKS

One (1) polyethylene potable water tank, reportedly with a 44 gallon capacity. Tank was observed to be secured and lines/connections appeared to be in serviceable condition where sighted.

WATER FILL LOCATION

Port side forward gunwale, appropriately marked for water.

FRESHWATER PUMPS

12 volt fresh water pump, powered up with sufficient water pressure when tested.

FRESHWATER PIPE/HOSE PLUMBING

Red & blue plastic PEX type (Cross-linked Polyethylene) tubing and rubber hoses throughout the vessel, free of any observed leaks and in serviceable condition.

WATER LEVEL MONITORING

Water level monitor gauge in the head compartment.

HOT WATER SYSTEM

WATER HEATER

Kuuma Products 1500 watt ignition protected stainless steel water heater with a 6 gallon capacity, 120VAC. The water heater was mounted on the starboard side of the amidship bilge beneath the helm and was observed to be securely mounted. The water heater was successfully demonstrated and observed to be in serviceable condition.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve built into the tank with a 75psi rating.

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage). The MSD is plumbed to a center line located, forward bilge mounted, non-metallic holding tank of unverified capacity. The tank is plumbed to either overboard discharge or deck mounted pump out location.

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank with reportedly a 10 gallon capacity.

BLACKWATER SYSTEM DISCHARGE

Doemetic 12 volt discharge macerator pump with a key control in the head compartment.
The holding tank was fitted with a port side pump out fitting, appropriately marked.

HEAD/BLACKWATER SYSTEM COMMENTS

There was a porcelain vaccuflush toilet in the head compartment, demonstrated and found to be in serviceable condition.

GREYWATER SYSTEM

GREYWATER DISCHARGE SYSTEM

Rule 800, 12 volt greywater sump pump with a rule float switch automatic discharge. The pump powered on when tested from the float switch.

HEAD SINKS

Stainless steel head sink with a shower sprayer fixture, in serviceable condition.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Electronic steering with a 15 inch adjustable stainless steel wheel with a speed knob.

NUMBER OF STEERING STATIONS

One (1) helm station at the starboard side of the vessel.

STEERING HOSES/LINES

Reinforced flexible hoses with metallic fittings free of hydraulic leaks where sighted.

STEERING SYSTEM ACTUATORS

Two (2) actuators on the port and starboard motors with a tie bar to the center motor. The steering rams were observed to be secured and free of any signs of hydraulic fluid leakage.

THRUSTERS

The vessel was equipped with a Lewmar 12 volt bow thruster with a joystick control at the helm. The bow thruster was demonstrated during the trial run.

GROUND TACKLE

ANCHORS

A Lewmar 10kg stainless steel plow anchor mounted at the bow with a roller chute, in serviceable condition.

ANCHOR RODE TYPE

Galvanized chain and approximately 1/2" braided nylon line.

ANCHOR WINDLASS

Lewmar Pro-Fish Pro-Series 1000 12 volt windlass mounted at the bow with helm and bow controls. The windlass powered up when tested from both stations.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Garmin 215 AIS ready VHF radio, powered up when tested.

COMPASSES

Ritchie 3.5" Compass mounted at the helm, observed to be in serviceable condition.

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Dual Garmin 8616 multi-function touch screen displays with chartplotter, sounder and overlay marine radar. Both units powered up and basic functionality was demonstrated.

AIS (AUTO IDENTIFICATION SYSTEM)

Garmin AIS interfaced with the Multi-Function Navigation Displays and demonstrated.

INFRARED NIGHT VISION CAMERA

FLIR Infrared Night Vision Camera installed. The Surveyor did not find the camera interfaced with the multi-function navigation display. There was an unmarked rocker switch installed at the helm which was presumed to be the power button, however the camera could not be demonstrated. The marina Broker indicated that the unit was verified as operational.

FINDING C-8

MARINE RADAR

Garmin marine radar with an open array antenna mounted on the hard top. The unit powered up and basic functionality was demonstrated with radar targets acquired.

ANTENNAS

Digital 4' VHF antenna mounted on a power actuator. The actuator was demonstrated and the antenna and cable were observed to be in serviceable condition.

STEREO SYSTEM

Fusion MS-NRX300 remote units port and starboard sides of the helm, and in the bow. All units powered on when tested and basic functionality was demonstrated.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Six (6) Type II U.S.C.G. approved PFD's were sighted on board and visually inspected. No deterioration was observed that could diminish the performance. No metal or plastic hardware was found broken, deformed, or weakened by corrosion. No webbings or straps were observed to be ripped, torn or separated from an attachment point on the PFD's. No rotted or deteriorated structural components failed when tugged in accordance with 33 CFR 175 Subpart B.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

One (1) Type IV - U.S.C.G. approved throwable device (cushion) was sighted on board, in serviceable condition, but still in its original plastic packaging. In order to be ready for use in the event of an emergency, the throwable device must be removed from its manufacturer packaging.

FINDING B-3

FIRE EXTINGUISHERS (33 CFR 175.310)

There were three (3) 2lb dry chemical single use extinguishers sighted on board the vessel. One was mounted in the cockpit on the starboard side, found to be in serviceable condition and showing a full charge on the gauge. The other two extinguishers were still in their original manufacturer packaging, manufactured in 2021 and showing a full charge, unmounted and stowed in the head compartment.

Extinguishers unmounted

FINDING C-9

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

12 gauge day/night visual distress signals sighted. An adequate number of current dated flares were observed.
Note: the signal flares are due to expire in December 2025.

SOUND PRODUCING DEVICES (33 CFR 83)

12 volt DC electric, dual trumpet Airtone Fiamm air horn. The horn powered up when tested. One of the trumpet housing covers was observed to be missing.

Housing missing from air horn

FINDING C-10

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested. The hard top all-around white light is mounted on a power actuator, demonstrated.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

12 volt bilge blower in the aft bilge, powered up when tested.

AUXILIARY SAFETY EQUIPMENT

FIRST AID SUPPLIES

A First Aid kit was observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)

The cabin was fitted with a CO detector, however it had not yet been commissioned by removing the manufacturer tags. ABYC A-24.5.1 indicates "A carbon monoxide detector shall be installed to monitor the atmosphere in habitable spaces". A habitable space is defined as a space surrounded by permanent structure in which there is provision for sleeping, cooking, eating, washing, navigation or steering. Isolated head compartments, spaces intended exclusively for storage, and engine rooms are not included in this definition.

CO detector not commissioned

FINDING A-1

SEARCH LIGHT

ACR Electronics RCL-100 Search Light with URP-102 remote controller. The unit powered up, the fixture illuminated and the remote was successfully demonstrated.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

One (1) Rule 1500 12 volt bilge pump with a Rule-A-Matic float switch in the aft bilge. The pump powered on when tested both from the helm and from the float switch.

One (1) Rule 900 bilge pump amidship, powered up when tested from the helm switch.

COMMENTS

Bilge pumps are high maintenance items and an integral element to a vessel as a de-watering system. Keeping bilges clean and free of debris is a vital part of ensuring proper operation. No warranty as to the longevity of the pump(s) is expressed or implied at the time of the survey. It is recommended that the bilge pumps be periodically tested by filling the immediate bilge area with water to ensure the pump(s) and float switch(s) operate as intended.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

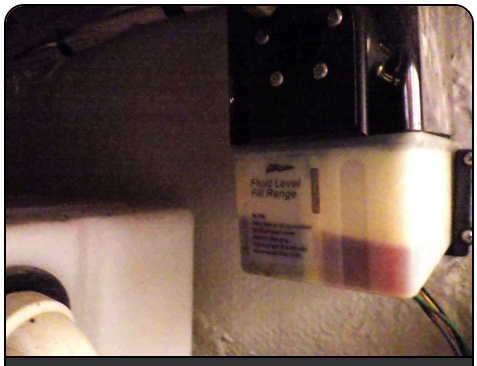
Three (3) Mercury "Enertia Eco" three bladed stainless steel propellers, 16 inch x 16.5 pitch. Propellers were observed to be in serviceable condition without any obvious signs of grounding or damage, were firmly affixed and spun freely.

TRIM & TILT SYSTEM

The trim & tilt motor appeared to operate normally from the helm control switches, and the motor mounted switches, and the indicator gauge responded accordingly. The hydraulic rams were visually inspected and found to be free of any obvious signs of leaks from the seals. Some marine growth was observed to be accumulated at the engine brackets.

TRIM TAB SYSTEM

Bennett Marine 12 volt hydro-electric trim tabs with single ram actuators, bilge mounted reservoir, and helm level indicator displays. The rams were found to be securely mounted and in serviceable condition. Trim tab function was demonstrated, in serviceable condition. The fluid level in the reservoir was observed to be low, however no hydraulic leaks were observed.



Trim tab reservoir was observed to be low

FINDING B-4

THRUSTERS

Five bladed bow thruster propeller, observed to be in serviceable condition.

ANTI-ROLL CONTROL STABILIZER SYSTEM

Seakeeper-3 gyroscopic stabilization system, serial number 204-1925, with 64 run hours, 37 sea hours observed on the units digital control module display. The unit was spun up and successfully demonstrated. Coolant hoses and mounts visually inspected and found to be in serviceable condition. No disassembly of the unit housing was done.

UNDERWATER LIGHTS

There were four (4) Lumitec under water lights mounted at the transom. The lenses were observed to have some accumulated marine growth, but all illuminated when tested.

FINDING C-11

HULL SEA-STRAINERS

The hull was equipped with raw water strainer scoops, observed to be in serviceable condition and free of any bent or broken slats. Monitor/clean often.

DRAINAGE THROUGH-HULLS

The vessel was fitted with stainless steel through hull fittings above the water line, eleven (11) on the starboard side, and seven (7) on the port side. The fittings were inspected and found to be firmly affixed when a horizontal force was applied and visually observed to be in serviceable condition.

HULL TRANSDUCERS

There was an Airmar B175M through hull transducer mounted on the starboard side aft bilge, observed to be securely mounted and successfully demonstrated.

SACRIFICIAL ANODES

The zinc anodes were showing some wear, most notably at the bow thruster propeller.

Worn bow thruster anode

FINDING C-12

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

Note: Blisters are an unknown factor on all boats and if not currently present, there is no implied guarantee that they will not appear in the future. Blister have a tendency to dry out during storage unless severe or large in size. Blisters are most easily recognized after the vessel has been in water for an entire season. Additionally, the symptomatic evidence of blisters can be obscured by bottom paint coatings.

HULL SURFACE COMMENTS

One area of anomalous percussion sounds was observed on the starboard forward quarter indicating possible void in the laminate. See findings appendix.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered, due to the vessel's position on the forklift and the presence of antifouling paint covering the hull's wetted surfaces. Unexposed areas precluded a thorough inspection. A percussion hammer sounding was performed on the hull's accessible wetted surfaces with no anomalies identified in the FRP.

The Findings & Recommendations section is only one section of the "Worth The Wait" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under ''SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS'' are lower priority or cosmetic findings, which should be addressed in keeping with od marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 **CARBON MONOXIDE DETECTORS (ABYC A-24)**

The Carbon Monoxide Detector had not been commissioned , still had the manufacturer labels applied. (ABYC A-24.5) A carbon monoxide detection system shall be installed on all boats with habitable space.
Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

RECOMMENDATION

Commission and test/prove the detector as necessary.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 **GENERAL EXTERIOR CONDITION**

Areas of gel coat repair were observed at the bow, port and starboard sides. There was also some gel coat cracks emanating from the bow tow eye.

RECOMMENDATION

No immediate action required. Recommend further information be obtained from the owner of the vessel regarding the reason for the gel coat repair.

FINDING B-2 **GENERAL EXTERIOR CONDITION**

A small crack was observed in the gel coat at the lower radius of the dive door. There were also elevated moisture meter readings found.

RECOMMENDATION

Recommend touching up the gel coat at the area of the crack to prevent moisture intrusion into the laminate.

FINDING B-3 **THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

The Type IV Throwable PFD was stored in it's original plastic covering.

RECOMMENDATION

Remove the PFD from its plastic packaging to comply with U.S.C.G. Regulations.

FINDING B-4 **TRIM TAB SYSTEM**

The trim tab hydraulic fluid reservoir's level was below the minimum "fluid level fill range" marking.

RECOMMENDATION

Top up the fluid reservoir and check for leaks in the system as necessary. Monitor/service, as needed.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 **DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's U.S.C.G. Documentation Number was not permanently displayed.

RECOMMENDATION

Properly display U.S.C.G. Documentation number for compliance. The vessel must have the official documentation number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO ." on some clearly visible interior integral structural part of the vessel. The number must be permanently affixed so that alteration, removal or replacement would be obvious and cause some scarring or damage to the surrounding hull area.

FINDING C-2 **DECKING OVERLAY**

A small cut was observed in the aft section of the deck overlay. There was also some dried adhesive on the port side deck in the area of the adjustable lounger.

RECOMMENDATION

Repair or replace the deck overlay if desired. Clean/remove the adhesive as necessary.

FINDING C-3 **RUB-RAILS**

Some general wear was observed along the starboard side rub-rails.

RECOMMENDATION

Replace the rub-rail striker section if desired.

FINDING C-4 **DECK DRAINAGE**

The splash well scupper drain's anti-backflow gates were missing.

RECOMMENDATION

Replace the anti-backflow gates, as necessary.

FINDING C-5 **EXTERIOR DECK ACCESS HATCHES**

The drain channel at the forward deck hatch was showing some hairline gel coat cracks.

RECOMMENDATION

Service/repair if desired.

FINDING C-6 **EXTERIOR COVERS**

The bow cover was observed to have some pulled snaps.

RECOMMENDATION

Replace the button snaps, as necessary.

FINDING C-7 **GENERATOR OIL LEVEL**

The generator's oil sump level was low on the low end of the acceptable range.

RECOMMENDATION

No immediate action necessary. Montor and add as needed.

FINDING C-8 **INFRARED NIGHT VISION CAMERA**

The infrared night vision camera was not able to be demonstrated by the Surveyor.

RECOMMENDATION

The camera was reportedly verified as functioning properly. Recommend further investigation with the owner/broker.

FINDING C-9 **FIRE EXTINGUISHERS (33 CFR 175.310)**

Two of the on board extinguishers were still in their original manufacturer packaging, unmounted, stowed in the head compartment. 33 CFR 175.310 states that portable fire extinguishers and semi-portable fire extinguishing systems must be readily accessible.

RECOMMENDATION

Recommend mounting the extinguishers in a prominent location to make them readily accessible in the event of an emergency.

FINDING C-10 **SOUND PRODUCING DEVICES (33 CFR 83)**

The housing was missing from one of the electric air horns.

RECOMMENDATION

Investigate further, and service, repair or replace as necessary.

FINDING C-11 **UNDERWATER LIGHTS**

The underwater lights were observed to have accumulated marine growth on the lenses.

RECOMMENDATION

Recommend thoroughly cleaning and applying a protective coating such as 'Lightspeed' when preparing the vessel for the new boating season.

FINDING C-12 **SACRIFICIAL ANODES**

The underwater zinc anodes were wasting.

RECOMMENDATION

Replace the wasted zinc anodes at the start of the new boating season to ensure proper electrolytic corrosion protection.
The use of Zinc as an anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the anodes should be changed to aluminum; magnesium if the vessel is kept in freshwater.

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after 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 the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

AVERAGE / ABOVE AVERAGE

STATEMENT OF VALUATION

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.

APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel: Similarly equipped, same or similar model vessels are shown as sold on soldboats.com in recent years and were adjusted for model year and date of sale and averaged together.

SIMILAR VESSELS RECENTLY SOLD

2017 Grady White Freedom 335 listed for $299,500 and sold for $267,924 in 2025 (MD).
2021 Grady White Freedom 335 listed for $359,000 and sold for $323,000 in 2025 (FL).
2015 Grady White Freedom 335 listed for $279,000 and sold for $248,000 in 2024 (FL).
2017 Grady White Freedom 335 listed for $349,900 and sold for $305,000 in 2023 (FL).

2018 Grady White Freedom 335 listed for $339,900 and sold for $323,700 in 2023 (NY).

SIMILAR VESSELS ON THE MARKET
2020 Grady White Freedom 335 listed for $335,000 and located in Brightwaters, NJ.
2017 Grady White Freedom 335 listed for $329,000 and located in Fort Lauderdale, FL.
2019 Grady White Freedom 335 listed for $484,725 and located in Marco Island, FL.
2017 Grady White Freedom 335 listed for $389,000 and located in Newport, RI.

2025-26 PowerBoat Guide Broker Edition suggested low/high retail prices.
2022 Grady White Freedom 335: Average Retail: $456,000 / High Retail: $515,000

NADA Guide: Low Retail $415,695. Average Retail $466,995

BUCValuPro™ Retail Price Range: $351,000 - $386,000 129th edition. (does not include outboard)
BUCValuPro™ Adjusted for Region & Condition Range: $417,882 - $452,882
BUCValuPro™ Replacement: $614,791

ADJUSTED ESTIMATES
The surveyor has chosen to consider
BUCValuPro™ Fair Market Value adjusted for condition & region with the range of $417,882 - $452,882, the 2025-26 PowerBoatGuide Average retail value of $456,000 as well as comparisons from SoldBoats.com for the subject vessel's Fair Market Value. The average sold price from the closest comparison listings mentioned above after adjustments for model year using the Martin scale of depreciation would be calculated to $319,790. The comparative sold listings was weighted as 50% the combined average in order to make a fair comparison.

After consideration of the reliability of the data, the extent of the necessary adjustments and the "as is, where is" condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$382,741
Three Hundred Eighty-Two Thousand, Seven Hundred Forty-One US Dollars (USD)

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:

$614,791
Six Hundred Fourteen Thousand, Seven Hundred Ninety-One US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of the vessel Worth The Wait, 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. Inspection performed on: 10/16/25 with Report submitted on: 10/20/25. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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 stipulated 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.

Mike Connolly

President, Connolly Marine Surveyors LLC
Society of Accredited Marine Surveyors, SA
October 20, 2025


MERCURY
GARMIN


MERCURY


Model Number
14000046A
Serial Number
3B226415
400CXL
HP 400 KW 294
LB 691 KG 313
Mercury Marine


Model Number
14000045A
Serial Number
3B231554
400XL
HP 400 KW 294
LB 699 KG 317
Mercury Marine


Model Number
Serial Number
3B189403
400XL
HP 400 KW 294
LB 699 KG 317
Mercury Marine


SEACHOICE
SEACHOICE
SEACHOICE


120 VOLTS A.C. 60Hz
12 VOLTS D.C.
OUTLETS
BATTERY CHARGER
MICROWAVE
AIR/COOLER PUMP
CABIN AIR
HELM AIR
GRILL
COCKPIT COOLER
WATER HEATER
AC MAIN
DC MAIN
REFRIGERATOR
HEAD
HEAD DISCHARGE
BLOWER
STEREO
TV/DVD
SEAKEEPER
ACCESSORY
SHORE
GENERATOR FUEL LEVEL
GENERATOR
WARNING
CAUTION


Worth The Wait


Worth The Wait


MERCURY