

AMEC Marine Surveyors
MARINE SURVEYOR AND CONSULTANT

2008 51 Heritage Boatworks

Renegade



MEMBER AMERICAN BOAT AND YACHT COUNCIL

Report of Marine Survey

Of The Vessel

Renegade

2008 51 Heritage Boatworks

Conducted by
AMEC Marine Surveyors

INDEPENDENT MARINE SURVEYOR

PREPARED FOR:

October 14, 2024

MEMBER AMERICAN BOAT AND YACHT COUNCIL

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I. INTRODUCTION

SCOPE OF SURVEY

Now at the request of _____, the attending surveyor did attend onboard the *Renegade* beginning on October 10, 2024 where an "in-the-water-survey" WAS conducted at Destin, Florida. The ship's papers were on board and appeared to be in order. The Hull Identification Number (HIN) WAS verified from the ship's papers. A sea trial WAS performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Sovereign Moisture Master meter. AC and DC power were used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

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

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

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.

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

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

VESSEL DESCRIPTION

The 2008 51 heritage Boatworks is a custom built cold molded sport fish with an open cockpit deck area set up for fishing. The main helm is in the open bridge with full vessel controls and electronics. The main air conditioned cabin is forward of the cockpit with the aft cabin having a salon area with the galley just forward. Forward and below there is bedding with a full head with a freshwater sink and shower. This vessel is powered by twin (2) Cummins QSM11-670HO diesel engines. AC power is delivered via 1-50 amp shore power cord inlet or a single (1) Onan Cummins 17 KW diesel generator.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 3204
SURVEY PREPARED FOR:

DATE: **October 14, 2024**
NAME OF VESSEL: **Renegade**
TYPE OF SURVEY: **Condition and Value**
OVERALL VESSEL RATING: ******AVERAGE**
ESTIMATED MARKET VALUE: **\$380,210.00**
ESTIMATED REPLACEMENT COST: **\$1,740,800.00**
YEAR/MAKE/MODEL OF VESSEL: **2008 51 Heritage Boatworks**
BUILDER: **Heritage Boatworks**
HULL IDENTIFICATION NUMBER (HIN): **HER00007G808**
HAILING PORT: **Destin, Florida**
USCG DOCUMENTATION NUMBER: **1266504**
OWNER'S NAME:
OWNER'S ADDRESS:

PLACE OF SURVEY: **Destin, Florida**
PLACE OF HAULOUT: **Destin, Florida**
DATE/TIME OF SURVEY: **October 11, 2024**
DATE/TIME OF HAULOUT: **October 10, 2024**
HULL MATERIAL: * **Wood (cold molded) & FRP.**
HULL TYPE: **Modified deep-v planing type hull.**
LENGTH OVER ALL (L.O.A.): **51' 0"**
BEAM: **16' 6"**
DRAFT: **5' 0"**
DISPLACEMENT (WEIGHT): **48,800 pounds**
GROSS/NET TONS: **48 gross-38 net tons**
PROPULSION SYSTEM: **Twin (2) Cummins QSM11-670HO diesel engines.**
FUEL TYPE: **Diesel.**
FUEL CAPACITY: **800 gallons**
AC POWER: **Yes 120 volt.**
DC POWER: **Yes, 12 volt.**
FRESH WATER CAPACITY: **200 gallons**

II. GENERAL INFORMATION

GENERAL INFORMATION(*continued*)

HOLDING TANK: 50 gallons

DEFINITION OF TERMS

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

APPEARS:

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

FIT FOR INTENDED USE:

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

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

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

FAIR CONDITION:

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

POOR CONDITION:

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

USE OF *:

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

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

*** Per Manufacturer's Specifications**

****Refer to Summary and Valuation Section**

***** Per USCG Documentation**

****** Per Buc Book**

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

* **HULL: [B1]** Modified deep-v planing type hull. Cold molded hull painted gray with maroon/gold boot stripe and black bottom paint. The hull sides have some blisters in the paint in various areas with paint fading and discoloration with the bow hull having some paint scratches. The bottom paint is in poor condition with bottom paint wearing off in several areas. There are areas on the bottom where the fiberglass is starting to chip off as well. The stainless steel rub rail screws are rusting in various areas.

TRANSOM: Reinforced, cold molded wood and fiberglass slightly rounded with tuna door.

* **BULKHEADS/STRINGERS:[B2]** Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic).

Note: The forward starboard stringers appear to have some wood rot and the starboard engine stringer on the inboard side of the stringer is cracked on the surface.

BILGE/LIMBER HOLES: A smooth white gel coat surface was used in the shallow bilge area, condition was generally clean.

OTHER: Cockpit gunwales are teak wood and are wearing with some cracking but in as good condition as possible given their condition.

SUPERSTRUCTURE

DESCRIPTION: FRP (fiber reinforced plastic) and wood.

DECKS: Cockpit has painted gray non skid decks in good condition. The bow deck is non skid painted deck as well in fair condition.

DECK HATCHES/VENTILATION:One (1) Bomar aluminum and Lexan 20" X 20" in forward cabin deck area. Appears serviceable.

WINDOWS/PORTS/DOORS: Aft door from cockpit into aft cabin area.

CANVAS AND SUPPORT STRUCTURE:Aluminum base with hardtop and clear canvas three (3) sided enclosure in the bridge.

DECK FITTINGS

GRAB RAIL: Hand rails along sides of super structure and others at various locations on vessel. Appears adequate.

SCUPPERS: Cockpit and decks drain overboard.

HATCHES: One (1) Bomar aluminum and Lexan 20" X 20" in forward cabin deck area. Appears serviceable.

CHOCKS AND CLEATS: Cleats are stainless steel all sighted were thru-bolted and serviceable.

FISHING EQUIPMENT

FIGHTING CHAIRS:Release Marine fighting chair.

WASH DOWN SYSTEM: Both fresh water and salt water wash down hose bibs are available in cockpit are port side.

ROD HOLDERS: Gunwale and bridge rod holders.

OUTRIGGERS:Rupp triple spreader outriggers both port and starboard. Appears serviceable.

INTERIOR

DESCRIPTION: Aft salon area with galley forward salon on the port side. Two (2) cabins forward and below with bedding and one (1) head with freshwater sink and shower.

AIR CONDITIONING: Three (3) Cruisair self contained unites with digital controls.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

GALLEY

SINKS: Single stainless steel sink. Faucet is operable.

* **REFRIGERATION: [C1]** Two (2) Sub Zero refrigerators. Both were operable.

Note: The refrigerators were not secure in their holes.

MICROWAVE: Black and Decker microwave. Operable.

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION: Cummins QSM11-670HO diesel Two (2) Inline-6 diesel four cycle, turbo charged, inter-cooled engines.

NUMBER OF CYLINDERS/HORSE POWER: Six (6) in line configuration. Reportedly 670 horsepower each engine. 1,340 total horsepower.

SERIAL NUMBER(S): Port engine 35150676
Starboard engine 35150677

INDICATED HOURS: Port engine 1,550 hours
Starboard engine not known. Display for engine has no engine hours displayed.

THROTTLE CONTROLS: Morse lever/cable type, at fly bridge helm station.

ENGINE MOUNTS AND BED: Wood beam 5" X 12" engine bed stringers with thru-bolted steel motor mounts, and adjustable cushioned feet.

DRIP PANS: None Sighted. Engine fluid and loose debris falls under engines.

LUBRICATION: Level and Condition: Appears serviceable. Filters: Engine mounted spin on/off canister type filters.

VENTILATION: Power blowers with flex tubing appears adequate. Natural, flow ventilation provided by cowl vents.

EXHAUST SYSTEM: Raw water cooled exhaust. Double clamped at all fittings.

ENGINE ALARMS: Low oil pressure alarm and coolant over heat warning both visual and audible at helm station. Appears serviceable.

TRANSMISSION: ZF transmissions. Model ZF 325-1A
Port serial number 20072920
Starboard serial number 20068867

PROPELLER SHAFT: Stainless steel shafts. Appeared serviceable.

OVERALL CONDITION: Both engines are in good condition.

GENERATORS AND INVERTERS

TYPE/MANUFACTURER: Generator driven by diesel powered internal combustion engine. Onan Cummins. Model MDKBP-5936459.

SERIAL NUMBER(S): J070115855

KILOWATT/VOLTAGE RATING: 17 KW. 120/240 volt. 60 HZ.

LOCATION: Engine room, centerline forward. Well insulated and sound protected.

III. SYSTEMS

PROPULSION

GENERATORS AND INVERTERS(*continued*)

INDICATED HOURS: 6,211 hours.

FLUID LEVELS: Coolant normal. Oil normal.

EXHAUST SYSTEM: Aqua lift type FRP (fiber reinforced plastic). Raw water cooled with metal canister, flexible coupling sections double clamped where sighted. Appears serviceable.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Diesel.

TANKS/CAPACITY/MATERIAL: Reportedly aluminum. 800 gallons captivity.

FILL PIPE LOCATION(S): Side deck marked for diesel.

FUEL LINES: Grade USCG type A1. Appears serviceable where sighted.

FUEL FILTERS: Yes. Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES: Gel type 12 volt system. Six (6) Odyssey 31M batteries.

MAIN BATTERY SWITCHES/LOCATION: Rotary battery switches in the engine room forward and aft.

TYPE CONNECTORS: Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

CONNECTORS/ROUTING/SUPPORT: Well supported and secured where sighted.

CHARGING SYSTEM: Alternators on main diesel engines and diesel generator. Appears serviceable.

* **OTHER: [B3]** The bridge breaker panel for the 12 volt system there is a few of the breakers that are rusty and have a poor connection.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD: 1-50 amp shore power cord inlet.

AC SOURCE SELECTOR SWITCH: Switch type: Manual plastic slide type. Located in main salon in main electric panel.

CIRCUIT LOAD MONITORS: Yes voltage and amperage analog gauges in the main electric panel. For both the AC and DC systems.

CONNECTORS/ROUTING/SUPPORT: Captive lug type. Appears serviceable where sighted.

POLARITY: Checked: At AC outlets, polarity normal.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY: Yes, one (1) water tank. Estimated 200 gallons captivity.

LOCATION/ACCESS: In between main engines.

FILL/VENT PIPE LOCATION: In between main engines marked for water.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)(*continued*)

WATER MAKER: Sea Recovery water maker. Not tested.

SANITATION

SANITATION (BLACK/GREY WATER)

M.S.D TYPE USCG SYSTEM: Certification Type: MSD U.S.C.G. Type I. and holding tank.

TYPE/MANUFACTURE: Single (1) vacuflush electric flush head. Operable.

RAW WATER SUPPLY AND CLAMPS: Yes, appears serviceable where sighted.

PUMP-OUT LOCATION: Side deck marked for waste.

MACERATOR: Yes, and electrical treatment. Approved for overboard discharge in US Coast Guard approved waters.

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE: Unitized self contained reverse cycle type by Cruisair.

NUMBER OF UNITS/LOCATION: Three (3) self contained (3) digital controls.

RAW WATER COOLING PUMP: 110 volt electric pump system is equipped with a sea cock and sea strainer assembly. Appears serviceable.

DRIP TRAYS: Yes, one for each unit. Appear serviceable.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE: Hydraulis steering.

NUMBER OF STATIONS: One (1) station.

LINES AND FITTINGS: Reinforced flexible hose, with metallic fittings. Appears serviceable.

PACKING GLAND: Appeared serviceable. Monitor frequently.

GROUND TACKLE

GROUND TACKLE

ANCHORS: Galvanized steel anchor with 10' of galvanized steel chain and 50' of 5/8" marine grade nylon rope.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF: Two (2) Icom VHF's. Both were new and operable.

RADAR: Garmin open array radar. Operable.

CHART PLOTTER: One (1) Garmin 18" chart plotter and one (1) Simrad 10" chart plotter. Both were operable.

AUTOPILOT: Simrad autopilot. Operable.

FISH FINDER: Furuno FCV-295 color fish finder. Operable.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION) *(continued)*

COMPASSES: 6" Ritchie compass.

ANTENNAS: All antennas sighted appear to be well mounted and serviceable.

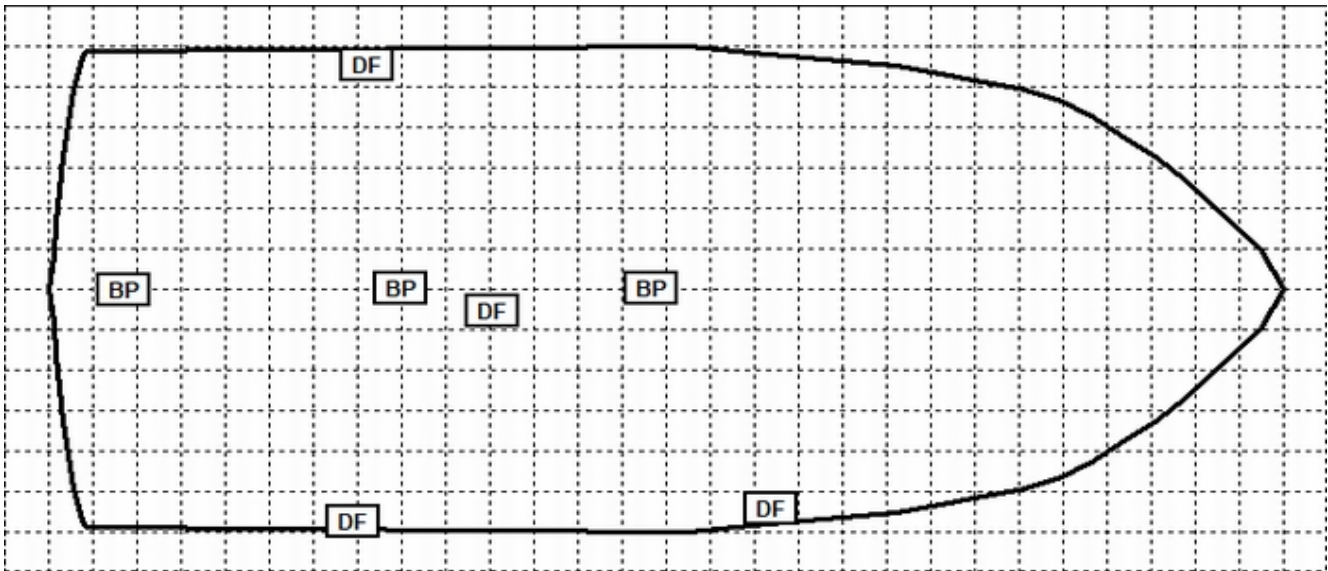
ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: Fusion stereo. Operable.

THRU-HULLS

THRU-HULLS

THRU-HULLS ABOVE WATER LINE:



Abbreviation	Description
BP	Bilge Pumps
DF	Deck Fill

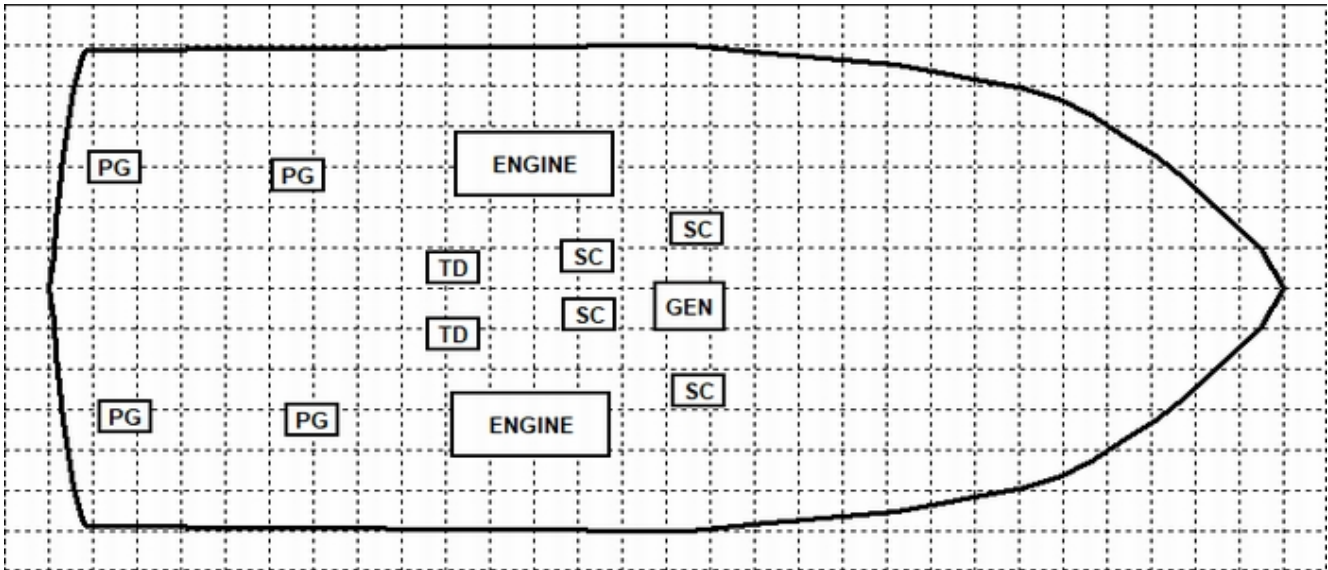
** Red Icon(s) with white text indicates inoperable item.

III. SYSTEMS

THRU-HULLS

THRU-HULLS(continued)

THRU-HULLS BELOW WATER LINE:



Abbreviation	Description
ENGINE	Engine
GEN	Generator
PG	Pkng Gland
SC	Seacock
TD	Transducer

** Red Icon(s) with white text indicates inoperable item.

BONDING SYSTEM

BONDING SYSTEM

- * **GROUNDING PLATES: [B4]** Aft bilge grounding plate is corroded with another electrical box that has no cover. Both were in the aft bilge area.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Twelve (12) type I-U.S.C.G. approved life jackets.

NUMBER OF THROWABLE PFD'S: One (1) Type IV-U.S.C.G. approved throw device.

FIRE EXTINGUISHERS: Type BI (2lbs) dry chemical with gauges. Appear serviceable. Location: Forward cabin, engine room, and helm station.

VISUAL DISTRESS SIGNALS (FLARE KITS) Day/night visual distress signals are hand held flares. Serviceable.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

SOUND DEVICES: Yes, air horn. Operable.

NAVIGATIONAL LIGHTS: Port/red sidelight operable.

Starboard/green sidelight operable.

Top/anchor light operable.

"NO OIL DISCHARGE" PLAQUE: Yes, found properly displayed in engine space.

TRASH DISPOSAL PLACARD: Yes, found properly displayed in main salon area.

WASTE MANAGEMENT PLAN (OVER 40'): Yes, found properly displayed in main salon area. Note: Vessels over 40" are required to have a written waste management plan onboard as well.

AUXILIARY SAFETY EQUIPMENT

MAN OVERBOARD SYSTEM: Yes, on chart plotters. Appears serviceable.

BILGE PUMPS

* **LIST: [B5]** Three (3) Rule 1500 and 2000 GPH bilge pumps with float switches. All pumps were operable. The float switch for the engine room bilge pump is not operable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Two (2) bronze alloy 4 bladed propellers.

PROPELLER SHAFT(S): Stainless steel shaft.

PROPELLER SHAFT (LOGS) TUBE(S): Shaft log is wood and the tube is FRP (fiber reinforced plastic). Appears serviceable.

SHAFT BEARING (CUTLASS BEARING): Cutlass bearings showed no signs of sloppiness or end play.

STRUTS: Single I-beam strut.

RUDDER(S) MATERIAL: Two (2) cast bronze rudders.

TRIM TABS: Bennett trim hydraulic tabs operated normally.

STRAINERS/SCOOPS/SCREENS: Main engine pickups, Generator, Air Conditioning strainers are external bronze alloy slotted type. Clear and appear serviceable.

ZINCS: 2 per rudder and 1 per shaft zincs.

CONDITION OF HULL (UNDERWATER PORTION)

CONDITION OF BOTTOM PAINT: Poor condition (see photos).

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

- OBSERVATIONS:** 1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
 3. The cooling water exhaust appeared adequate and normal.
 4. The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.
 5. Manufacturer" recommended max RPM is 2300
Engines reached 2300 RPM at full throttle.
 6. The steering system operated normally.
 7. The throttles operated normally.
 8. The transmissions operated normally/smoothly.
 9. The back down test was satisfactory.
 10. There were no excessive vibrations noted.
 11. The trim tabs operated normally.
 12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. Revs refers to revolutions per minute. Batteries are in volts of charge from the alternator. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

TRIAL RUN DATA

MAIN ENGINE: Port/starboard engines sea trial data:

RPM	ENGINE TEMP	OIL PSI	VOLTS	FUEL BURN GPH	SPEED KNOTS
0600	163/154	32/29	14/14	1.3/1.2	7.40
1000	163/154	40/38	14/14	4.4/4.1	10.8
1500	163/158	43/41	14/14	12.6/12.6	18.4
1900	163/160	42/39	14/14	20.3/20.5	23.9
2300	163/162	42/40	14/14	30.6/31.8	30.9

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G.regulations.***

Deficiencies noted under "**OTHERDEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

B. FINDINGS NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.1 (PAGE 4) HULL: Modified deep-v planing type hull. Cold molded hull painted gray with maroon/gold boot stripe and black bottom paint. The hull sides have have some blisters in the paint in various areas with paint fading and discoloration with the bow hull having some paint scratches. The bottom paint is in poor condition with bottom paint wearing off in several areas. There are areas on the bottom where the fiberglass is starting to chip off as well. The stainless steel rub rail screws are rusting in various areas.	<i>Investigate further and repair or renew as necessary.</i>
B.2 (PAGE 4) BULKHEADS/STRINGERS: Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic). Note: The forward starboard stringers appear to have some wood rot and the starboard engine stringer on the inboard side of the stringer is cracked on the surface.	<i>Investigate further and repair or renew as necessary.</i>
B.3 (PAGE 6) OTHER: The bridge breaker panel for the 12 volt system there is a few of the breakers that are rusty and have a poor connection.	<i>Investigate further and repair or renew as necessary.</i>
B.4 (PAGE 9) GROUNDING PLATES: Aft bilge grounding plate is corroded with another electrical box that has no cover. Both were in the aft bilge area.	<i>Investigate further and repair or renew as necessary.</i>
B.5 (PAGE 10) LIST: Three (3) Rule 1500 and 2000 GPH bilge pumps with float switches. All pumps were operable. The float switch for the engine room bilge pump is not operable.	<i>Investigate further and repair or renew as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYORS NOTES AND OBSERVATIONS :

FINDINGS

RECOMMENDATIONS

C.1 (PAGE 5) REFRIGERATION:

Two (2) Sub Zero refrigerators. Both were operable.
Note: The refrigerators were not secure in their holes.

Further investigate and secure as necessary.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

The grading of condition, developed by **BUCRESEARCH** 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 **BUCUSED 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 some additional work and normally equipped for her size.

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

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

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

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

OVERALL VESSEL RATING: **AVERAGE**

STATEMENT OF VALUATION:

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

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

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

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

V. SUMMARY AND VALUATION

\$380,210

Three Hundred Eighty Thousand Two Hundred Ten Dollars

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

\$1,740,800

One Million Seven Hundred Forty Thousand Eight Hundred Dollars

SUMMARY:

In accordance with the request for a marine survey of the Renegade, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **October 10, 2024** and was found to be a well constructed, appointed and comfortable vessel. The vessel is well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I Henry Harris of AMEC Marine Surveyors certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

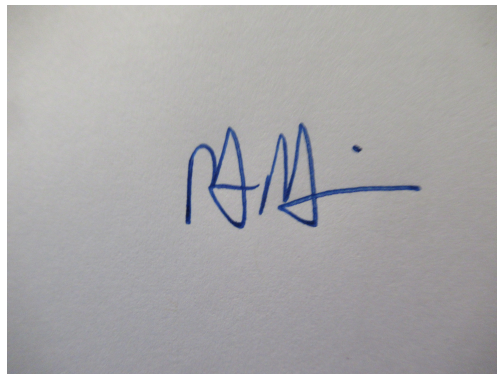
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

A photograph of a handwritten signature in blue ink on a light-colored surface. The signature is stylized and appears to be 'RH' followed by a horizontal line.

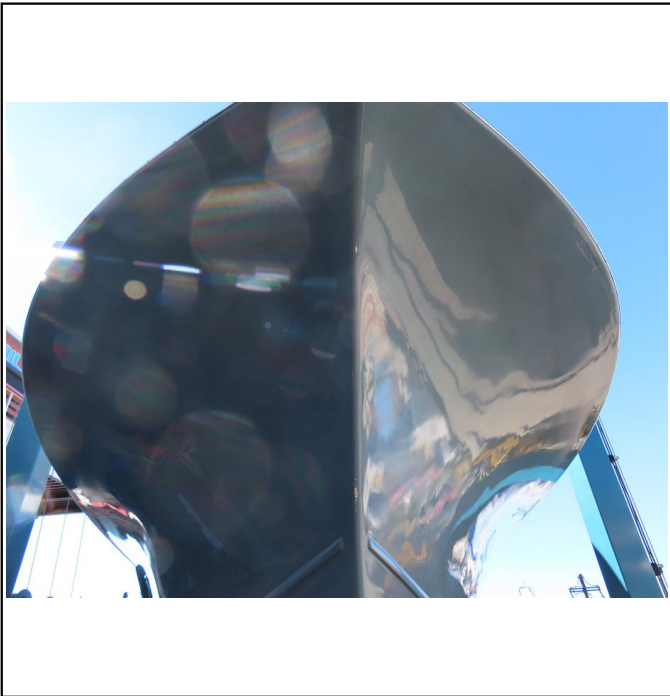
VI. PHOTOGRAPHS



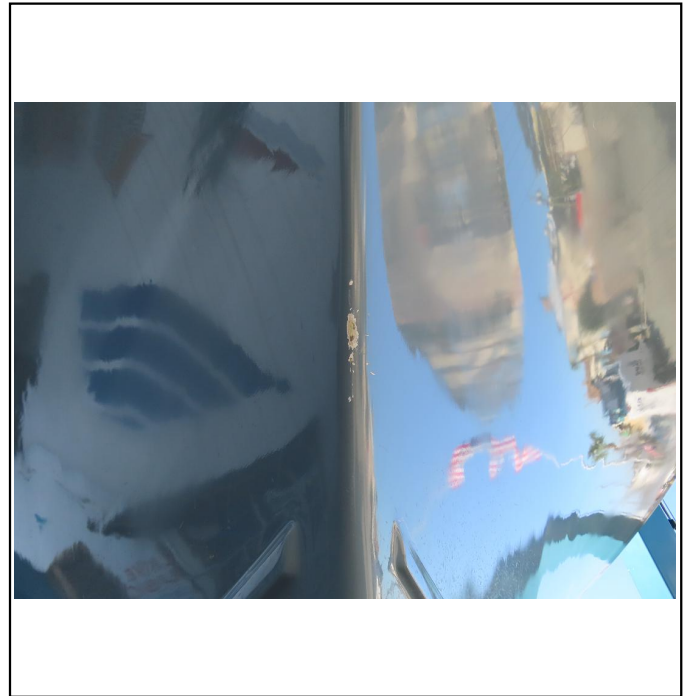
Port side view



Starboard side view



Bow hull

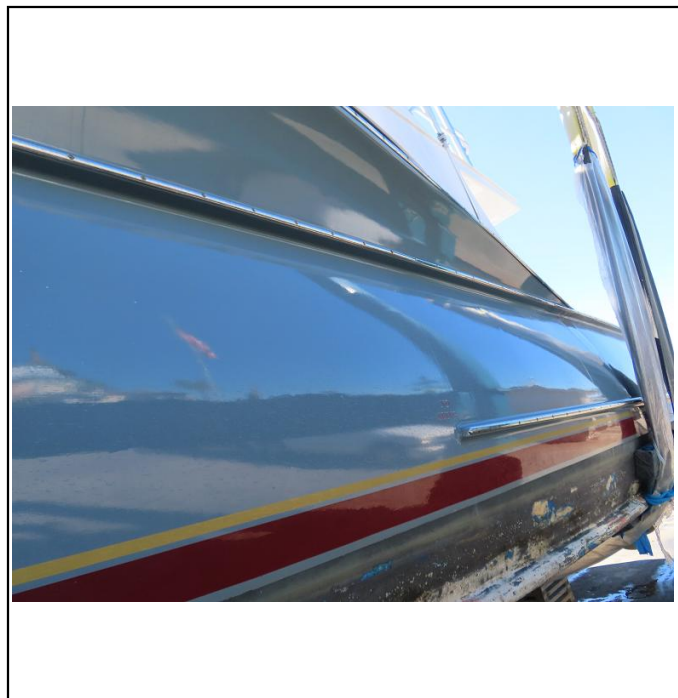


Bow hull

VI. PHOTOGRAPHS



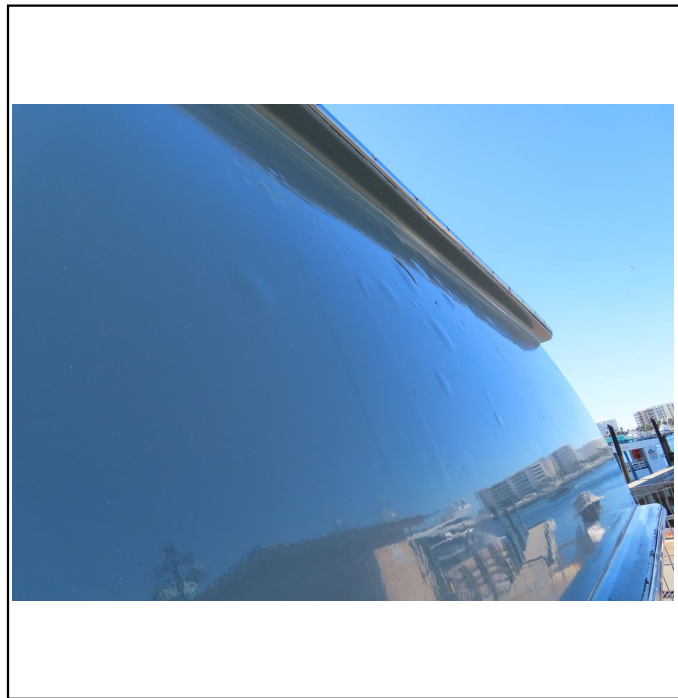
Hull sides



Hull sides



Hull sides



Hull sides blisters

VI. PHOTOGRAPHS



Hull sides blisters



Aft hull spray rail



Aft view



Aft underwater light

VI. PHOTOGRAPHS



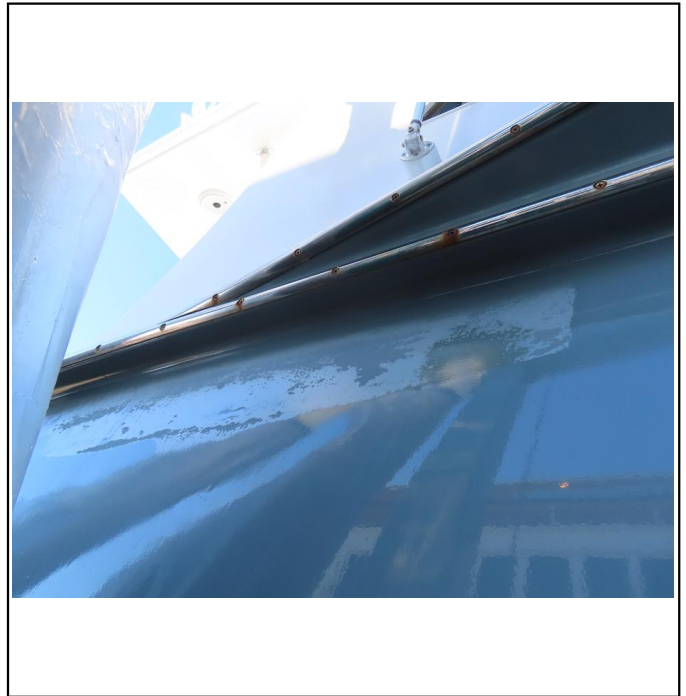
Hull sides



Hull



Hull

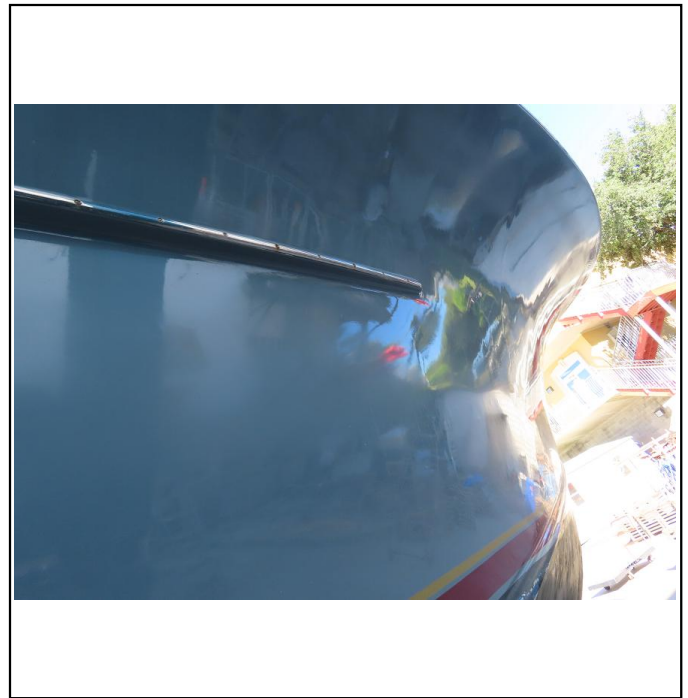


Hull

VI. PHOTOGRAPHS



Hull



Hull

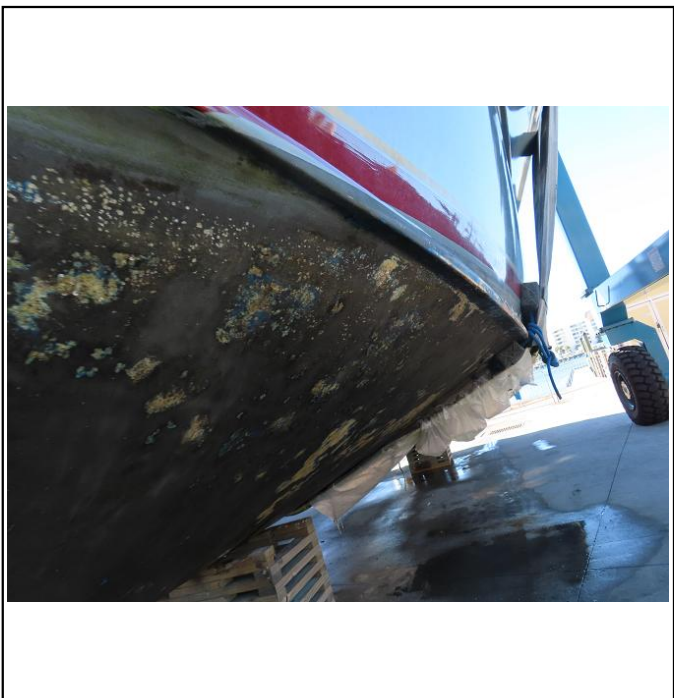


Hull bow



Bottom

VI. PHOTOGRAPHS



Bottom



Bottom



Bottom



Bottom

VI. PHOTOGRAPHS



Bottom



Raw water pickup



Bottom



Port running gear

VI. PHOTOGRAPHS



Bottom



Bottom



Starboard running gear



Bottom

VI. PHOTOGRAPHS



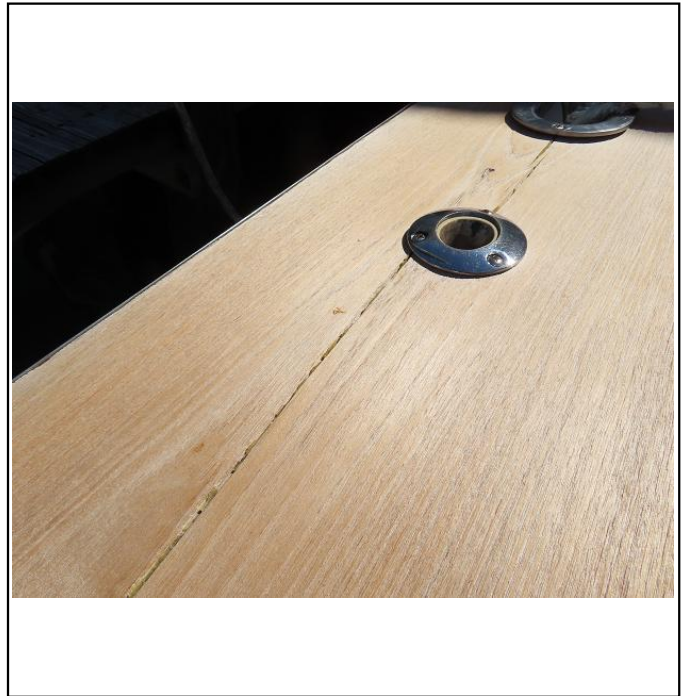
Rub rail



Bridge helm



Cockpit



Cockpit gunwale

VI. PHOTOGRAPHS



Cockpit door



Cockpit water outlets



Fighting chair



Transom

VI. PHOTOGRAPHS



Port rudder seal



Starboard rudder seal

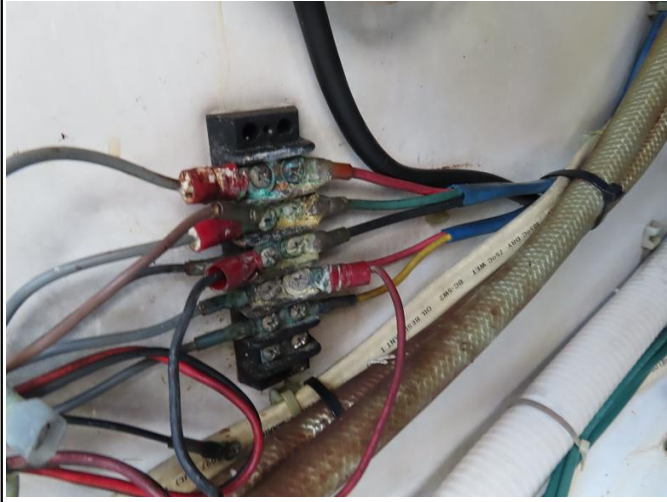


Aft bilge

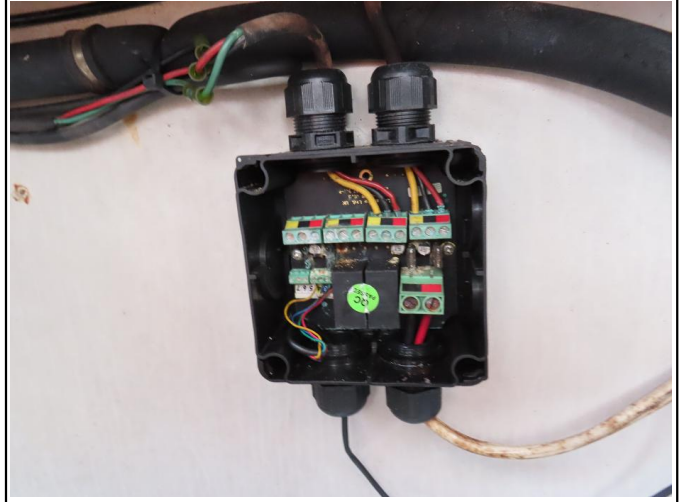


Aft bilge

VI. PHOTOGRAPHS



Aft bilge grounding block



Aft bilge open electrical box



Salon



Salon headliner

VI. PHOTOGRAPHS



Salon



Salon breaker panel



Galley



Galley refrigerators

VI. PHOTOGRAPHS



Head



V-berth



Life jackets



Bow cabin wood rot

VI. PHOTOGRAPHS



Bow cabin wood rot



Helm



Overhead helm



Helm seat

VI. PHOTOGRAPHS



Bridge breakers



Bridge breakers



Bridge breakers

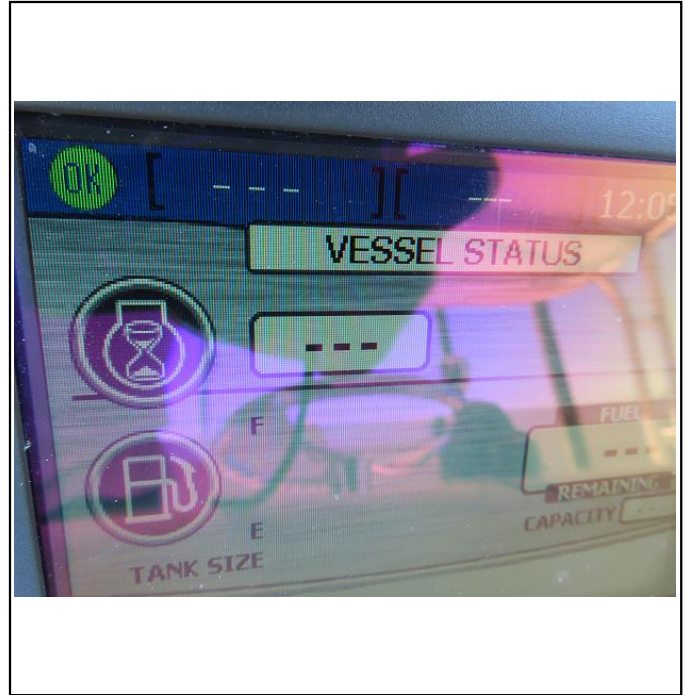


Helm seat armrest

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Port engine hours



Starboard engine hours



Bridge wiring

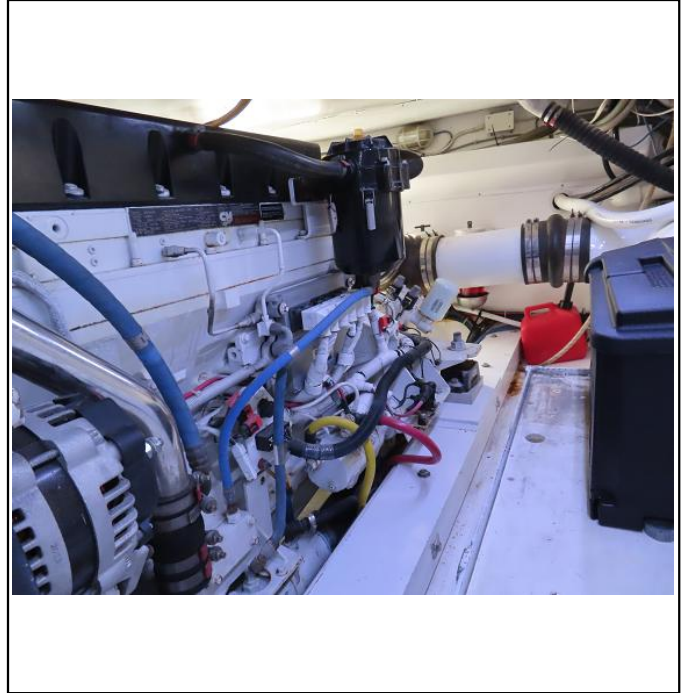


Port engine

VI. PHOTOGRAPHS



Engine mount



Port engine



Port engine tag



Water pumps

VI. PHOTOGRAPHS



Water heater



Engine room fire suppression



Engine room fire suppression tag



Starboard engine

VI. PHOTOGRAPHS



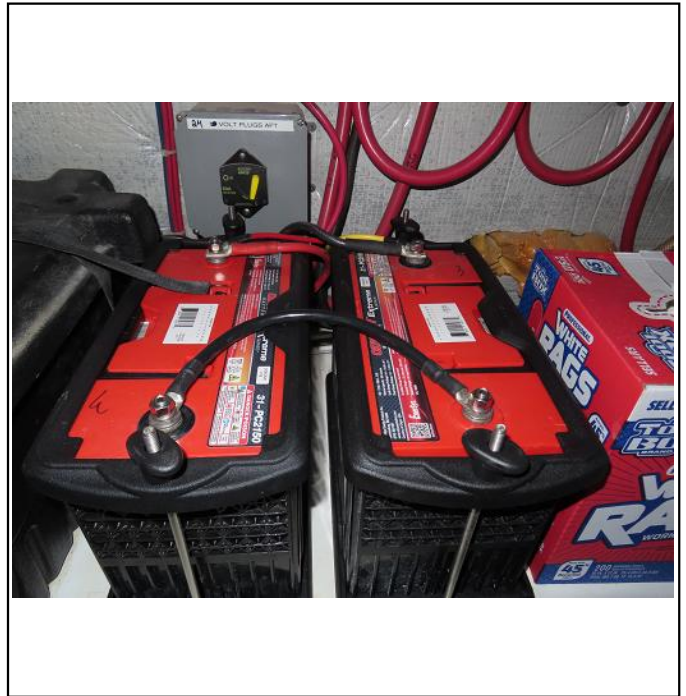
Starboard engine tag



Engine mount



Water maker



Batteries

VI. PHOTOGRAPHS



Battery switches



Starboard engine stringer crack



Starboard engine stringer crack



Sea cock

VI. PHOTOGRAPHS



Generator



Transducers



Port transmission



Port shaft seal

VI. PHOTOGRAPHS



Port transmission tag



Starboard shaft seal



Starboard transmission tag



Fuel filters

VI. PHOTOGRAPHS



Anchor locker