

**MARINE SURVEY REPORT ABOARD THE VESSEL**

**2006 Bennington 2275 FSi**



**MARINE SURVEY INSPECTION & REPORT CONDUCTED BY**

**CHS Marine Survey, LLC | Yacht & Cargo Inspection**  
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**MARINE SURVEY GENERAL INFORMATION**

<b>FILE NUMBER &amp; STATUS</b>	No. 1402   Complete As Of 05/16/2024
<b>MARINE SURVEY INSPECTION TYPE</b>	Condition & Valuation Survey
<b>MARINE SURVEY REPORT PREPARED EXCLUSIVELY FOR</b>	[REDACTED]
<b>DATE OF MARINE SURVEY INSPECTION(S)</b>	05/13/2024
<b>VESSEL YEAR, MAKE, MODEL &amp; HULL IDENTIFICATION NUMBER</b>	2006 Bennington 2275 FSi   ETW43240B606
<b>VESSEL NAME, HAILING PORT, GROSS &amp; NET TONNAGE</b>	N/A
<b>US COAST GUARD DOCUMENTATION &amp; REGISTRATION NUMBERS</b>	SC 9088 BV
<b>OVERALL VESSEL RATING</b>	<b>POOR CONDITION</b>
<b>FAIR MARKET VALUE OF VESSEL</b>	<b>\$8,000.00 USD</b>
<b>ESTIMATED REPLACEMENT COST OF VESSEL</b>	<b>\$60,000.00 USD</b>
<b>MARINE SURVEY INSPECTION &amp; SEA TRIAL LOCATION(S)</b>	[REDACTED], North Charleston, South Carolina 29405, USA
<b>MARINE SURVEY DAY WEATHER &amp; SEA STATE CONDITIONS</b>	78°F, partly sunny, zero precipitation, wind S @ 4 MPH, calm sea state, 74°F sea water and excellent visibility
<b>VESSEL DESIGNER, BUILDER &amp; HULL NUMBER</b>	Bennington Pontoon Boats   Elkhart, Indiana, USA
<b>HULL MATERIAL, VESSEL TYPE, RIG TYPE &amp; TOTAL SAIL AREA</b>	Aluminum pontoon with plywood powerboat
<b>VESSEL INTENDED SERVICE, CRUISING AREA &amp; SERVICE HISTORY</b>	Recreational cruising in inshore waters as per the underwriter's requirements   Complete vessel, hull, propulsion & electrical system service histories were not seen
<b>VESSEL PROPULSION SYSTEMS</b>	1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine
<b>ENGINE SERIAL NUMBER(S) &amp; RUN HOURS</b>	68VL-1062682   Approx. 900 hours
<b>VESSEL LENGTH OVERALL &amp; LENGTH OF WATERLINE</b>	22'   N/A
<b>MAXIMUM BEAM &amp; DRAFT</b>	8'6"   1'10"
<b>AIR DRAFT &amp; DEADRISE AFT</b>	N/A
<b>DISPLACEMENT &amp; BALLAST</b>	2,080 lbs. dry weight   N/A

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## I. MARINE SURVEY INTRODUCTION

### A. VESSEL DESCRIPTION



### B. SCOPE OF SURVEY

The reason for the marine survey inspection and report was to ascertain the physical condition and value of the vessel for donation purposes. Acting at the request of Mark & Michelle Barford, the marine surveyor did attend onboard the 2006 Bennington 2275 FSi (2275) pontoon beginning on Monday (05/13/2024) between 9:00 AM and 11:00 AM EST for a comprehensive out-of-the-water topside, exterior finish, pontoon-to-deck joint, pontoon, keel and running gear inspection while the vessel was secured on a work rack in the service yard at the [REDACTED] North Charleston, South Carolina 29405, USA. The 2275 was not launched, inspected in-the-water or sea trialed. A mechanical engine survey including oil samples for independent analysis, compression and diagnostic testing was not executed on the 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine. The inspection was attended by the marine surveyor and vessel owners Mark and Michelle Barford. Weather on survey day was 78°F, partly sunny, zero precipitation, wind S @ 4 MPH, calm sea state, 74°F sea water and excellent visibility. The purpose of the inspection is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition. This marine survey report is a record of the condition of the 2275 on 05/13/2024 and is intended only for Mark and Michelle Barford.

The inspected 2006 Bennington 2275 FSi is not currently named and is without a hailing port. The hull identification number (HIN: ETW43240B606) was photographed on the starboard pontoon, state registration numbers were confirmed on the bow (SC 9088 BV) and the ship's papers were not discovered onboard. Photographic images supplied within this marine survey report were produced with a Samsung Galaxy S22 Ultra 108-megapixel digital camera, representing a true and accurate representation of the subject at the time the image was taken. Readings taken and referenced throughout the body of this marine survey report were taken with a FLIR MR160 thermal imaging camera and moisture meter, engine temperature readings were taken with a Ryobi Infrared IR002 Thermometer, sound levels were taken with a Rise Pro Meter and a Klein LED borescope was used for examination of inaccessible spaces.

The marine surveyor cold-checked and visually inspected the 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine. Comprehensive hull, propulsion and electrical system service histories were not seen, their warranty statuses are unverified and it is recommended all systems be inspected, evaluated and serviced by an authorized Bennington Pontoon dealer, Yamaha engine certified service center, engine surveyor, qualified marine technician, marine mechanic, marine electrician, rigger and/or boatyard to determine the condition and operability of all systems. As part of routine and preventative maintenance, hull, propulsion, electrical and rigging systems require consistent inspection and service every 100x run hours or annually (whichever comes first) and according to the manufacturer's recommendations. Undetectable findings and defects may exist in inaccessible locations.

Certain parts of the hull structure, propulsion and electrical systems may be inaccessible without removal of decks, tanks, bulkheads, headliners, etc. and the vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed boards, anchor, chain, fixed partitions, instruments, clothing, spare parts and miscellaneous material fixed or semi-fixed items in the bilges. Locked compartments or otherwise inaccessible areas also preclude inspection. The marine surveyor did not perform drilling of core samples within the hull, marine audio gauging (ultrasonic thickness testing) was not done and is advocated. Fiber-reinforced plastic (FRP), wooden and/or metallic structures were evaluated using non-destructive testing methods only, including visual inspection, percussion hammer soundings, moisture readings and thermal imaging. Destructive testing was not executed on the hull or any onboard system. Definitive conclusions cannot be made based solely on non-destructive testing methods. Significant cosmetic, structural and safety issues will be addressed where there is an effect on the value and integrity of the vessel. Structural and system defects noted in the report are observations that may require further scrutiny using destructive testing techniques in order to properly diagnose and repair.

All thru-hulls, backing plates, seacocks, hoses, hoseclamps, sea-strainers, sea-chests, keel coolers, above and underwater fittings were visually inspected, activated and tested by hand pressure only, where accessible. Any reference to stainless-steel, bronze or alloy metals is a color reference as the true metallurgy cannot be determined without laboratory testing. The marine surveyor is not a certified marine mechanic, marine electrician or naval architect. Complete analysis of the vessel's propulsion, electrical and structural support systems require the services of a certified marine mechanic, marine electrician and naval architect. Propulsion, electrical and mechanical systems were visually inspected, evaluated, photographed, tested for power-up capability, not disassembled and destructive testing was not performed. AC & DC power was used to check operation of the electrical systems specified in this marine survey report. No reference or information should be construed to indicate evaluation of the internal condition of the electrical system's operating capacities. Deficiencies noted in the report are reflections that may require follow-up evaluation. Internal engine deficiencies may be undetectable during the inspection process and sea trial, which the marine surveyor is not responsible for.

The marine surveyor is unable to comment on the condition of inaccessible areas of tankage systems, including tank interiors for the fuel, freshwater, greywater and marine sanitation device systems. The marine survey report of a sailing vessel should not be considered a comprehensive rigging inspection as the surveyor did not go aloft. All rigging system equipment and sails were visually inspected from deck-level only. Contact a qualified rigging surveyor, skilled rigger and sailmaker concerning the condition of standing and running rigging systems, sails, routinely inspect, service, tune and replace as needed. This marine survey report represents the condition of the inspected vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. The marine surveyor makes no determination and expresses no opinion of the vessel's stability.

The vessel's findings, recommendations and notes have been divided into three color-coded sections at the end of this survey report. Findings noted under section **A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS** should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Faults noted under sections **B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION** and **C. MARINE SURVEYOR NOTES** are secondary findings that should be addressed in order to maintain standards and help the vessel retain its value. Undetected deficiencies aboard the 2006 Bennington 2275 not included in this marine survey report may exist, which the marine surveyor is not responsible for.

**DEFINITION OF TERMS**

**AC POWER** Alternating Current is an electric current, which periodically reverses direction produced by shorepower, marine generators and inverters **AMERICAN BOAT & YACHT COUNCIL** standards were developed to complement the mandatory standards declared by the US Coast Guard under the authority of the Federal Boat Safety Act of 1971. ABYC Standards & Recommendations are considered to be voluntary but are highly recommended **CREVICE CORROSION** A localized attack on a metal surface at or immediately adjacent to the gap or crevice between 2x joining surfaces **DC POWER** Direct Current is the unidirectional flow of electrical charge produced by batteries **FRP DELAMINATION** Separation of layers of fiberglass cloth and resin from each other or from the core sandwiched between the layers rupturing the surface skin and allows water to enter the laminate, migrate into the core and cause structural defects **DETERIORATING** Without timely service, the system or component will worsen or degrade to a point where the equipment is unusable **GALVANIC CORROSION** Occurs when 2x or more dissimilar metals are brought into electrical contact underwater **NORMAL WEAR AND TEAR** Minor cosmetic deficiencies that are the result of normal vessel usage and exposure to normal weather conditions **SERVICEABLE CONDITION** Vessel system, component or structure is fulfilling its function adequately; usable **STRAY CURRENT CORROSION** Metal corrosion that results from an electrical source causing a metal in contact with an electrolyte **STRUCTURALLY SOUND** Non-destructive testing techniques indicate that the structure or component is capable of serving its intended purpose **US COAST GUARD CODE OF FEDERAL REGULATIONS** is a published codification of the general and permanent rules

**II. VESSEL PHOTOGRAPHS**



Hull identification number (HIN: ETW43240B606) & Bennington Pontoon model designator & capacities plate aboard the 2006 Bennington 2275 FSi



1x Yamaha 115HP engine serial number tag, date of manufacture tag, and digital hour meter displaying engine hours on 05/13/2024.



1x Yamaha 115HP outboard, power head, electrical components, and fuel system are in fair condition. The Yamaha engine had been recently serviced and the oil is in like new condition.



Minor corrosion and dirty was observed at the base of the power head. 1x aftermarket trim and tilt system operates properly. 1x transom anode of cut off. 1x engine cowling is cracked through on the aft side.



Cosmetic damage to the 1x engine cowling. 1x lower unit has cosmetic paint wear and scratches. 1x 3-blade propeller is damaged on the leading edge of each blade.



The port and starboard aluminum fence paneling are structurally and cosmetically sound and well-supported. 2x cosmetic dent on the starboard aft and port forward corners.



*The port 25" diameter aluminum pontoon is in poor condition with dents, and 2x ruptures at the aft cap welds.*



*The starboard 25" diameter aluminum pontoon appears water tight but is dented, bent, and scratched.*



*The marine plywood and vinyl foredeck, main deck, and aft deck, are structurally and cosmetically sound and well-supported.*



*The marine grade plywood decks are sound with no evidence of saturation or rot from the underside. 4x aft pontoon engine support brackets are heavily corroded and bent.*



2x examples of the corrosion on the pontoon engine support brackets. 2x red and green nav lights power on. 2x bow docking lights do not power on.



1x anchor light powers on but is mounted with tape and hose clamps. 2x bow casting chairs and mounts have been removed. 1x Danforth anchor and rode are in serviceable condition.



1x livewell in front of the helm console is structurally sound but not functional. The helm rigging is mostly organized and supported. FRP helm station is structurally sound and well-supported.



6x vessel control switch labels are difficult to read. 1x Garmin Fishfinder 85 does not operate. 1x Dual stereo does not function.



1x courtesy light on the side of the helm console does not power on. 1x Kidde fire extinguisher, 1x type-IV throwable & 8x type-II PFDs, in operational condition.



1x portside storage compartment is functional. 1x aft storage compartment lift supports are broken. 1x aft livewell is in sound condition but does not operate.



1x aft casting chair is not onboard. In front of the motor is 1x 31-gallon crosslink poly fuel tank and fuel filter in serviceable condition.



1x Cole Hersee battery switch is functional. 1x Interstate 24M-XHD battery in serviceable condition. 1x unverified manufacture livewell pump does not power on.

### III. HULL & VESSEL SYSTEMS

#### A. HULL, DECK, INTERIOR & SUPERSTRUCTURE

**VESSEL LAYOUT & NOTES** The 2006 Bennington 2275 FSi (2275) is an aluminum 25" diameter dual pontoon boat powered by 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine. The 1x flat marine grade plywood deck with vinyl finish. The decks is configured with the helm on the starboard side and 1x L-shaped bench seating along the portside.

**HULL TOPSIDES, EXTERIOR FINISH, COATINGS, HULL-TO-DECK JOINT & SPRAY RAILS** The port and starboard aluminum fence panels with tan and grey graphic finish and hardware are in average and serviceable structural condition, well-supported and structurally sound for a vessel of this age, size and use. Hull topsides were scrutinized for structural loss, deterioration, saturation and detached bonding without discovery. *Moderate cosmetic wear and tear for a vessel of this age, size and use was discovered throughout the aluminum fence panels with tan and grey graphic finish including isolated and cosmetic dents.\**

**HULLS WETTED SURFACE AREA, CHINE, BOTTOM PAINT & BARRIER COAT** *2x 25" diameter aluminum pontoons are in poor overall condition with widespread dents, scratches, bent sections and 2x ruptures on the portside pontoon aft cap welds rendering the vessel not watertight.\**

**KEEL STRUCTURE, KEEL BOLTS, KEEL JOINT, CENTER & DAGGERBOARDS** *2x pontoons are bent in on the keels where they rest on the dry stack racks.\**

**STRINGERS, FRAMING, TABBING, BULKHEADS & FASTENERS** *Due to limited access caused by vessel construction, a comprehensive inspection of all structural support systems was not accomplished. Core samples, ultrasonic thickness and destructive testing was not performed on the hull and fasteners were not pulled for inspection. 4x aft pontoon mounting brackets for the engine supports cross members are heavily corroded and bent.\**

**BOW AREA & STEM** N/A

**STERN AREA & TRANSOM** N/A

**BILGE COMPARTMENTS & LIMBER HOLES** N/A

**THRU-HULLS, BACKING PLATES, SEACOCKS, HOSES & HOSECLAMPS** The stainless hoses and hose clamps for the 2x livewells appear in functional condition. Zero thru-hulls, backing plates, or seacocks are installed.

**SEA-STRAINERS, SEA-CHESTS, KEEL COOLERS, ABOVE & UNDERWATER FITTINGS** Zero sea-strainers, sea-chests, keel coolers, above & underwater fittings are installed.

**HELM STATIONS** There is 1x helm station onboard. The 1x FRP helm station installed to starboard in the cockpit is in sound structural and cosmetic repair and visibility is exceptional for the operator in each direction.

**MAIN DECK, SIDEDECKS, COCKPIT, SOLE & NONSKID FINISH** The marine grade plywood foredeck, main cockpit deck, aft deck, with vinyl finish are in practical physical shape, clean, dry, well-supported and materially sound without discoverable critical defects or wear.

**ANCHOR CHAINLOCKER, LAZARETTE & DECKBOXES** Zero anchor chainlocker, lazarette, or deckboxes are installed

**CABINHOUSE, INTERIOR SPACE, HEADLINER, STORAGE & VESSEL VENTILATION** The 6x storage compartments are structurally sound and functional. *The 2x lift supports for the large aft storage compartment are broken.\**

**SUPERSTRUCTURE, HARD/SOFT-TOP & RADAR ARCH** Zero superstructure, hard/soft-top, or radar arches are installed.

**ROUTES OF EGRESS, DOORS, COMPANION & PASSAGEWAYS** All routes of egress including 4x fence doors and latches are in fair shape, unobstructed, open and close.

**PORTLIGHTS, BAY WINDOWS, DECKHATCHES & SUNROOF** Zero portlights, bay windows, deck hatches, or sunroofs are installed.

**CAPTAIN'S CHAIR, SETTEES, CUSHIONS, UPHOLSTERY, BEDDING & BOLSTERS** The 1x helm seat and 1x L-shaped portside cockpit bench seat, cushions, upholstery, and stitching are in serviceable shape and had recently been reupholstered according to the owners.

**WINDSHIELD, WIPERS, BIMINI, DODGER & SUNSHADE** The 1x curved plexi glass windshield panel above the helm is in useable condition.

**ISINGLASS ENCLOSURE, BRIGHTWORK, CARPET & BOAT COVER** The 1x one piece blue canvas boat cover is in serviceable shape.

**ANCHOR PULPIT, SWIM PLATFORM & DAVIT** Zero anchor pulpit, swim platform, or davits are installed.

**GUNWALES, BULWARKS & COAMING** N/A

**RUB & TOERAILS** The rub with corresponding hardware is in working shape, well-supported, bonded and watertight without critical damage. *On the aft starboard section of the rubrail the rubber insert has fallen out.\**

**SCUPPERS & DRAINS** The deck drains overboard below the aluminum fence panels.

**COMMENTS** Routine wear and tear was discovered throughout the aluminum side panels, deck, and interior. Critical damage was discovered on the port pontoon rendering the vessel to not be seaworthy. The vessel was mostly empty of any belongings. The marine grade plywood decks are bonded and mechanically fixed to the pontoons through the entire length and to all main bulkheads resulting in a strong and integrated unit. The aluminum framing and the structural integrity of the vessel decks was demonstrated upon completion of this inspection. The use of a FLIR MR160 thermal imaging camera, a visual inspection and percussion tests on the vessel interior and exterior were successfully performed, zero hazardous defects were seen throughout stringers, framing, liners, bulkheads, channels, sealants, bonding agents, decks, cockpit and all structures are well-supported, where seen unless otherwise stated in the above sections.

#### B. PROPULSION & FUEL SYSTEMS

**PROPULSION SYSTEMS** 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine

**ENGINE MANUFACTURER** Yamaha Marine Group | Cypress, California

**ENGINE SERIAL NUMBERS & RUN HOURS** 68VL-1062682 | Approx. 900 hours (per the owner)

**ENGINE NUMBER OF CYLINDERS & WIDE-OPEN THROTTLE RANGE** 4x cylinders each | Wide-open throttle range is reported @ 5,300-6,300 RPMs

**ENGINE DRY WEIGHT, COMPRESSION & GEARCASE RATIOS** 380 pounds dry weight | 10.0:1 & 2.15:1

**ENGINE CONDITION, ENGINE ROOM SPACE, SOUND INSULATION & BLOWER SYSTEMS** The 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine, engine oil, gear lube fluids and all related propulsion systems are in functional condition for the age and use of the vessel without pitting, metal wear or fatigue, pinking to the metals, galvanic or stray current corrosion, active oil, raw-water, fuel, or gear lube fluid leaks throughout the cold-check visual inspection. The 1x engine powerhead and block, air intakes, oil fills, oil lines, dipsticks, valve covers, spin-on fuel/oil filters, inline fuel filters, belt, all pulleys, belt tensioner, exhaust, fuel pumps, US Coast Guard approved type-A2 fuel lines, gaskets, returns, shut-off valves, hoseclamps, seals, alternators, starters, conductors, harnesses, engine motor mounts, pencil zinc sacrificial anodes and grounding wires are in operative shape without critical corrosion. All propulsion system fluids were in useful shape at suitable levels and were not distinctively milky, watery, burnt or contaminated by noticeable metal wear, freshwater, raw-water, coolant or fuel intrusion. *Minor corrosion is present at the base of the 1x Yamaha powerhead. The transom bracket sacrificial zinc anode has been cut away.\**

**ENGINE SURVEY RESULTS, OIL ANALYSIS, COMPRESSION & DIAGNOSTIC TESTING** Mechanical engine surveys including oil samples for independent analysis and compression testing was not executed on the 1x 2006 Yamaha F115TLR 1.7L 115HP inline 4-cylinder 4-stroke EFI gasoline outboard engine.

**ENGINE CONTROL BOX, SHIFTER, THROTTLE, SYNCHRONIZER & JOYSTICK SYSTEMS** The 1x 12V DC Yamaha engine binnacle-mount mechanical cable control box with 1x shift and throttle lever control to starboard at the 1x helm station dash is in useful shape, powers up and operated smoothly without hesitation, interruption, resistance or delay with the engine running on the hose. Ages, internal conditions and service histories of the engine control boxes, throttles and synchronizer systems are unverified.

**PROPELLER SHAFT, SHAFT SEAL, DRIPLESS STUFFING BOX & PACKING GLAND SYSTEMS** N/A

**PROPELLER SHAFT LOG, STRUT, CUTLASS BEARING & SKEG** N/A

**PROPELLER QUANTITY, SIZE & MATERIAL** The 1x 3-blade aluminum propeller blade tips have noticeable damage. The ages, internal conditions and service histories of the propellers are unverified.



<b>ENGINE TRANSOM ASSEMBLIES, MIDSECTIONS &amp; LOWER UNITS</b> 1x mid sections and lower units are in functional condition. <i>The silver cosmetic paint finish on the 1x Yamaha engine lower unit is in poor condition and worn off. The skeg has 2x areas that have broken on the bottom edge*</i>
<b>ENGINE BEDS, MOUNTING BRACKETS &amp; MOTOR MOUNTS</b> The 1x FRP engine beds on the transom, 1x mounting brackets, 4x motor mounts, rubber inserts, bolts, washers and hardware are in fair condition without defects and did not noticeably. Ages, internal conditions and service histories of the motor mounts are unverified.
<b>ENGINE ROOM HATCH &amp; COWLING</b> The 1x engine cowlings, 2x latches, and components are in serviceable cosmetic and structurally condition, unobstructed and operate routinely. <i>1x Yamaha engine cowling is cracked through on the aft side and have cosmetic paint wear through out.*</i>
<b>ENGINE GAUGE CLUSTER</b> At the helm are 4x analog gauges including 1x tachometer (replaced 443.3 run hours ago), 1x voltmeter, 1x fuel gauge, and 1x trim gauge all power on, unless otherwise stated. <i>3x voltmeter, fuel level and trim level indicator gauges have cloudy lenses and 1x trim level indicator gauge is inoperable.*</i>
<b>ENGINE PROTECTION WARNING SYSTEM</b> The 1x Yamaha engine protection warning and audible alarm system powers up normally when the engine is keyed on.
<b>ENGINE IGNITION/KILL SWITCHES, KEYS, SPARK &amp; GLOW PLUGS</b> The 1x 12V DC engine ignition key switch on the helm station dash is in useful shape and powers up smoothly on the first attempt without active alarms, hesitation, interruption, resistance, knocking or vibrations and engines began circulating water immediately on the hose.
<b>ENGINE TRIM/TILT MOTORS, FLUSH PORTS &amp; RIGGING TUBES</b> The 1x engine trim and tilt system has been replaced at some point with and aftermarket unit, motor, seals, and rams, 1x flush port, appear in serviceable shape and power up via 2x switches. <i>1x Yamaha engine flush port is missing the rubber gasket.*</i>
<b>ENGINE BACKFIRE FLAME ARRESTOR, BELTS &amp; PULLEYS</b> The 1x engine serpentine belt, all pulleys and belt tensioner are in functional shape without critical wear or audible squeaking. Ages, internal conditions and service histories of the engine backfire flame arrestors, belts and pulleys are unverified.
<b>ENGINE COOLING &amp; HEAT EXCHANGER SYSTEMS</b> The 1x engine raw-water cooling pump, housings, impellers and all components cannot be seen but did produce a strong tell tail stream while running on the hose. The ages, internal conditions and service histories of engine cooling systems are unverified.
<b>ENGINE AIR INDUCTION, TURBO/SUPERCHARGER &amp; EXHAUST SYSTEMS</b> The 1x engine air intakes and 1x engine exhausts lagged through the propeller are in functional condition, well-supported and without discoverable leaks. Ages, internal conditions and service histories of the engine air induction, supercharger and exhaust systems are unverified.
<b>ENGINE COOLANT RESERVOIRS &amp; OIL CHANGE SYSTEMS</b> Zero coolant reservoirs or oil change systems are installed.
<b>ENGINE FUEL SYSTEM, TANK QUANTITY, CAPACITY, POLISHING SYSTEMS &amp; OIL ABSORBENT PADS</b> The 1x engine fuel systems with electronic high pressure fuel pumps, 1x 31-gallon crosslink polyethylene gas fuel tank with 1x engine pickups, installed below the aft livewell, 1x US Coast Guard approved fuel fills on the tank, US Coast Guard approved type-A1 fuel lines, 1x fuel sending units, fuel manifolds, spin-on fuel and oil filters, 1x fuel-water separating filters, fittings, flame screens, vents, valves and fuel lines are in fair shape without detectable defects, corrosion, active leaks, fuel spills or odors. An LED borescope was used on all tankage without findings. Fuel samples were not taken for independent analysis. Zero fuel polishing systems and oil absorbent pads were discovered. The ages, internal conditions and service histories of the fuel, fuel systems and all tankages are unverified. <i>Comprehensive inspection of the fuel tank was not accomplished due to vessel construction and inaccessibility. Fuel tank was not pressure tested and the state of the tank interior are undetermined.*</i>
<b>FUEL VENTILATION &amp; SHUT-OFF VALVES</b> The fuel tank ventilation and manual shut-off valves are in serviceable shape, unobstructed without noted active fuel leaks or wear.
<b>FUEL TANK LEVEL &amp; CONSUMPTION GAUGES</b> The 1x analog fuel tank level gauge on the 1x helm station dash powers up and appears functional.
<b>TENDERS, TROLLING &amp; KICKER MOTORS</b> Zero tenders, trolling, or kicker motors are installed.
<b>COMMENTS</b> Zero terminal discoveries, maintenance or service records were exposed during the inspection and tests of the propulsion and fuel systems on survey day.
<b>C. SEA TRIAL RESULTS &amp; STEERING SYSTEMS</b>
<b>SEA TRIAL WEATHER CONDITIONS &amp; DETAILS</b> The 2275 was not sea trialed.
<b>1x 2006 YAMAHA 115HP GAS OUTBOARD</b> N/A
<b>LOW CRUISE/PLANING SPEED</b> N/A
<b>HIGH CRUISE SPEED</b> N/A
<b>WIDE-OPEN THROTTLE TEST</b> N/A
<b>BACK-DOWN &amp; ACOUSTIC TESTS</b> N/A
<b>STEERING, AUTOPILOT &amp; RUDDER ANGLE INDICATOR SYSTEMS</b> The 1x stainless and composite wrapped steering wheel, 1x helm hardware, mechanical cable steering system operated without hesitation, interruption or resistance while on the rack. Zero autopilot or rudder angle indicators are installed.
<b>RUDDER, TABLE, POST &amp; EMERGENCY TILLER SYSTEMS</b> N/A
<b>COMMENTS</b> Zero fatal flaws, maintenance or service records were discovered during the sea trial and steering systems tests on survey day.
<b>D. ELECTRICAL SYSTEMS &amp; APPLIANCES</b>
<b>DC SYSTEM VOLTAGE, BATTERY QUANTITY, AGE, TYPE &amp; COVERS</b> The 1x 12V DC Interstate Battery 24m-XHD Group-24 flooded lead acid 1,00MCA 800CCA house bank and Yamaha engine starting battery installed below the aft livewell console, battery tray, terminal covers, hold down, terminal posts and conductors are in fair shape without wear, bulging or leaks, power up and voltage was within a normal range (~12.56V DC) on the 2275. Ages, internal conditions and service histories of the batteries are unverified.
<b>BATTERY SWITCHES, CHARGING &amp; POWER INVERTER SYSTEMS</b> The 1x 12V DC Cole Hersee manual battery switch above the battery is in functional condition. Zero charging and power inverter systems are installed.
<b>AC &amp; DC POWER DISTRIBUTION PANEL, DC BREAKER PANEL &amp; CIRCUIT LOAD MONITORS</b> Zero AC or DC distribution/breaker panels are installed.
<b>CONDUCTOR ROUTING &amp; CATHODIC PROTECTION SYSTEMS</b> The 600V marine grade 16-gauge multi-strand copper electrical conductors, wiring, looming, breakers, fuses, junction boxes, outlets, all conductors and sacrificial anodes are in serviceable shape and well-supported without burn marks, fire/water damage, chaffing, worn looming, damaged butt connectors, widespread defects, pitting or other loss. Ages, internal conditions and service histories of all AC & DC electrical conductors and cathodic protection systems are unverified. <i>1x Yamaha transom bracket sacrificial zinc anode has been cut off.*</i>
<b>BONDING/GROUNDING SYSTEMS, POWER OUTLETS &amp; GFCI PROTECTION</b> The purpose of the bonding system is to equalize the electric potential of dissimilar underwater metals by tying them all together using a wiring system to dissipate stray current leaks that can reduce the corrosion potential of all onboard metals. The 2275 is not bonded. All 12V DC power outlets are in functional condition without burn marks or wear and voltage was within a normal range.
<b>CIRCUIT &amp; OVERCURRENT PROTECTION</b> The circuit protection throughout the 12V DC electrical systems and overcurrent protection is in serviceable condition, where seen.
<b>STRAY-CURRENT, GALVANIC, RAW-WATER &amp; CREVICE CORROSION</b> Zero discoverable evidence of stray-current, galvanic, raw-water or crevice corrosion, electrolysis, pitting, haloing, gouges, oxidation, pinking or discoloration on onboard and underwater metals were reported throughout the hull, propulsion and electrical systems.
<b>GALVANIC ISOLATOR &amp; ISOLATION TRANSFORMER SYSTEMS</b> Zero galvanic isolator or isolation transformer systems were discovered onboard.
<b>ALTERNATORS, SOLAR POWER PANELS &amp; WIND GENERATING SYSTEMS</b> The 1x engine 12V DC 35amp charging stator and conductors appears in functional condition and was charging the engine is running. Ages, internal conditions and service histories of the alternator systems are unverified. Zero solar power panels and wind generating systems are installed.
<b>AC SYSTEM VOLTAGE, DOCKSIDE INLET &amp; SHOREPOWER CABLE</b> Zero AC system voltage, dockside inlet, or shorepower cables are installed.
<b>MARINE GENERATOR QUANTITY, YEAR, MAKE &amp; MODEL</b> Zero generators are installed.
<b>MARINE GENERATOR SERIAL NUMBER &amp; RUN HOURS</b> N/A
<b>COURTESY, SPREADER, DOCKING &amp; UNDERWATER LIGHTS</b> <i>1x courtesy light on the side of the helm console and 2x docking lights on the bow are inoperable.*</i>

<b>CLIMATE CONTROL &amp; THERMOSTAT SYSTEMS</b> Zero climate control units are installed.
<b>GALLEY STOVE, OVEN, MICROWAVE &amp; GRILL SYSTEMS</b> Zero stove, oven, microwave, or grill systems are installed.
<b>REFRIGERATION &amp; FREEZER SYSTEMS</b> Zero refrigeration or freezer systems are installed.
<b>WASHER/DRYER, WATER &amp; ICEMAKER SYSTEMS</b> Zero washer/dryer, water maker, or ice makers are installed onboard.
<b>AUXILIARY HEATING, VENT FAN, DISHWASHING &amp; VACUUM SYSTEMS</b> Zero auxiliary heating, vent fan, or central vacuum systems are currently installed.
<b>ENTERTAINMENT SYSTEMS &amp; FISHING EQUIPMENT</b> <i>1x 12V DC Dual XDS110 stereo head unit on the 1x helm station dash is inoperable. 1x livewell pump is inoperable.*</i>
<b>COMMENTS</b> Zero critical failures, maintenance or service records were discovered during the inspection and tests of the electrical systems and appliances on survey day. All electrical systems and appliances were visually inspected and tested for power-up capability using the onboard batteries, marine generator and shorepower. <i>An independent AC &amp; DC electrical onboard systems survey was not executed by a qualified marine electrician.*</i>

**E. MARINE SANITATION DEVICE, FRESH & RAW-WATER SYSTEMS**

<b>MARINE SANITATION DEVICE &amp; WASTE HOLDING TANKS</b> Zero MSD systems are installed onboard.
<b>WASTE PUMP OUT, Y-VALVE, MACERATOR &amp; SUMP PUMPS</b> N/A
<b>FRESHWATER TANK QUANTITY, CAPACITY &amp; MATERIAL</b> Zero freshwater systems are installed.
<b>WATER PRESSURE PUMPS &amp; FILTERS</b> N/A
<b>WATER HEATER, SINKS &amp; SHOWERS</b> N/A
<b>FRESH &amp; RAW-WATER WASHDOWNS</b> Zero fresh or raw-water washdowns are installed.
<b>FRESH &amp; BLACKWATER TANK LEVEL INDICATOR SYSTEMS</b> N/A
<b>COMMENTS</b> Zero acute defects, maintenance or service records were discovered during the inspection and tests of the MSD, fresh and raw-water systems on survey day.

**F. THRUSTER, STABILIZER, RIGGING & GROUND TACKLE SYSTEMS**

<b>THRUSTER &amp; STABILIZER SYSTEMS</b> Zero bow/stern thrusters or stabilizer systems are currently installed.
<b>MAST, STEP, SPREADERS, BOOM, SAILS &amp; COVERS</b> N/A
<b>CHAINPLATES, STANDING &amp; RUNNING RIGGING</b> N/A
<b>WINCHES, CLUTCHES &amp; WIND INSTRUMENTS</b> <i>Zero wind instrument displays are installed.*</i>
<b>ANCHOR, CHAIN, RODE, WINDLASS &amp; JACKPLATE</b> The 1x galvanized danforth-style anchor, approximately 100' chain and nylon braided rode in the starboard bow storage compartment is in useable overall shape. 1x spare anchor systems was discovered in the port bow storage compartment in non-useable condition.
<b>CLEATS, DOCKLINES, CHAFFING GEAR, FENDERS &amp; CHOCKS</b> The 4x stainless-steel cleats on deck, 4x white and black braided nylon dock lines, 2x inflatable fenders, chocks and hardware are in functional repair, well-fastened to the deck without detached bonding or movement.
<b>COMMENTS</b> Zero hazardous deficiencies, maintenance or service records were seen during the inspection and tests of the rigging and ground tackle systems on survey day.

**G. SAFETY EQUIPMENT & NAVIGATION SYSTEMS**

<b>DEWATERING &amp; HIGH-WATER BILGE AUDIBLE ALARM SYSTEMS</b> Zero bilge pump systems are installed aboard the 2275.
<b>PERSONAL/THROWABLE FLOATATION DEVICES, LIFERAFTS, COLD-WATER IMMERSION &amp; SURVIVAL SUITS</b> The 8x US Coast Guard approved type-II adult lifejackets and 1x type-IV throwable device kept in cockpit storage are in serviceable condition and easily accessible. <i>Zero liferafts, cold-water immersion or survival suits are kept onboard.*</i>
<b>FIRE PREVENTION &amp; SUPPRESSION SYSTEMS</b> The 1x Kidde type BC regular dry chemical portable fire extinguisher in the helm station console is in practical shape, easily accessible and fully charged. <i>Zero fire blankets and fire axes are installed. 1x Kidde type BC regular dry chemical fire extinguisher is missing an annual inspection tag.*</i>
<b>SMOKE, CARBON MONOXIDE &amp; GAS FUME DETECTION</b> N/A
<b>SOUND SIGNALING &amp; VISUAL DISTRESS SIGNALS</b> The 1x fixed mount electric horn is in serviceable shape and powers up via helm station push button controls. <i>Zero handheld horns, bells, orange SOS flags, floating LED SOS beacons, launchers, aerial meteors, floating smoke signals, glowsticks or sea-marker dyes are kept onboard.*</i>
<b>NAVIGATION &amp; ANCHOR LIGHTS</b> The 2x red and green navigation lights on the bow and helm station rocker switch controls are in fair shape, unobstructed and power up. <i>1x 12V DC white anchor light on the starboard side rail powers on but is mounted with electrical tape and hoseclamps.*</i>
<b>MAN OVERBOARD RESCUE, EPIRB &amp; PLB SYSTEMS</b> <i>Zero man overboard rescue, EPIRB and PLB systems are installed onboard.*</i>
<b>GLOBAL POSITIONING SYSTEM CHARTPLOTTER, SONAR DEPTHFINDER &amp; RADAR DISPLAYS</b> 1x Garmin echoMAP 44DV GPS chartplotter display is installed on the helm and powers up. <i>1x 12V DC Garmin Fishfinder 85 installed on the 1x helm station dash is inoperable.*</i>
<b>VHF MARINE/SSB RADIOS, MMSI, ANTENNA, AIS &amp; LOUD HAILER SYSTEMS</b> <i>Zero VHF/SSB radios, AIS transmitter, or loud hailer systems are installed.*</i>
<b>WATERPROOF DITCH BAG, FIRST AID &amp; TOOL KITS</b> <i>Zero waterproof ditch bags with supplies, first aid kits, or tool kits were discovered.*</i>
<b>REBOARDING LADDER, BOAT HOOK, PADDLE &amp; TOW GEAR</b> The 1x reboarding ladder installed to starboard on the aft deck is in functional shape.
<b>EMERGENCY PLUGS, SPARE PARTS &amp; FLUIDS</b> <i>Zero emergency plugs/bungs, various spare hull, propulsion, essential maintenance parts and fluids are kept onboard.*</i>
<b>EMERGENCY WATER &amp; FOOD RATIONS</b> <i>Zero emergency water and food rations are kept onboard.*</i>
<b>LIFELINES &amp; HANDRAILS</b> All lifelines, handrails, stanchions and hardware on deck are in serviceable shape, well-supported and did not move when pressure tested.
<b>THERMAL IMAGING, CAMERA &amp; SATELLITE PHONE SYSTEMS</b> Zero thermal imaging, video and satellite phone systems are installed.
<b>NAVIGATION CHARTS &amp; COMPASS</b> <i>Zero navigation charts or magnetic compasses are kept onboard.*</i>
<b>BINOCULARS, FLASHLIGHTS &amp; SPOTLIGHTS</b> <i>Zero pairs of binoculars, flashlights or handheld/fixed mount spot/floodlights are kept onboard.*</i>
<b>BAROMETER, SHIP &amp; TIDE CLOCKS</b> Zero barometer, ship or tide clocks are installed.
<b>DISCHARGE OF OIL, GARBAGE &amp; WASTE MANAGEMENT PLAN PLACARDS</b> Discharge of oil, garbage and waste management plan placards are installed in plain sight.
<b>US COAST GUARD NAVIGATION RULES &amp; REGULATIONS, MANUALS, DEPARTURE CHECKLIST, LOGBOOK &amp; SERVICE RECORDS</b> <i>Zero copies of the US Coast Guard Navigation Rules &amp; Regulations handbook, Bennington Pontoon hull owner's manual, Yamaha engine and various onboard system service manuals, departure checklists, logbooks and service records were discovered onboard.*</i>

**COMMENTS** Zero significant faults were discovered during the review and tests of the safety equipment and navigation systems on survey day. It is the responsibility of the vessel's owner(s) and master(s) to keep the vessel in compliance with all applicable international, federal, state and local rules and regulations, which apply to the vessel service, area of operation and always file a float plan. The existing safety equipment and navigation systems need to be routinely inspected, maintained and replaced as needed for the service life of the 2275.

**MARINE SAFETY RESOURCES & US COAST GUARD FLOAT PLAN**

American Boat & Yacht Council | National Fire Protection Association | SC Department of Natural Resources Boater Education | US Coast Guard Boater Safety & Float Plan

**IV. VESSEL FINDINGS, RECOMMENDATIONS, RATING & VALUATION**

**STATEMENT OF VESSEL FINDINGS & RECOMMENDATIONS ABOARD THE 2006 BENNINGTON 2275 FSI**

Findings noted under section **A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS** should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Faults noted under sections **B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION** and

**C. MARINE SURVEYOR NOTES** are secondary findings that should be addressed in order to maintain standards and help the vessel retain its value. Undetected deficiencies aboard the 2006 Bennington 2275 FSI not included in this survey report may exist, which the marine surveyor is not responsible for.

**A. SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS**

1. **2x 25" diameter aluminum pontoons are in poor overall condition with widespread dents, scratches, bent sections and 2x ruptures on the portside pontoon aft cap welds rendering the vessel not watertight.** Replace the pontoons.
2. **4x aft pontoon mounting brackets for the engine supports cross members are heavily corroded and bent.** Clean and repair mounting brackets and hardware as needed.
3. **Zero US Coast Guard approved aerial or handheld visual distress signal flares are kept onboard.** Install valid flares and keep in a dry easily accessed location.

**B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION**

4. **Moderate cosmetic wear and tear for a vessel of this age, size and use was discovered throughout the aluminum fence panels with tan and grey graphic finish including isolated and cosmetic dents.** Routinely monitor and renew cosmetic finish of the aluminum paneling as needed.
5. **2x pontoons are bent inward on the keels where they rest on the dry stack racks.** Repair or replace pontoons as needed.
6. **2x lift support actuators for the large aft storage compartment are broken.** Replace actuators.
7. **On the aft starboard section of the rubrail the rubber insert has fallen out.** Reinstall rubrail insert.
8. **Minor corrosion is present at the base of the 1x Yamaha powerhead. The transom bracket sacrificial zinc anode has been cut away.** Clean powerhead and replace anode.
9. **The silver cosmetic paint finish on the 1x Yamaha engine lower unit is in poor condition and worn off. The skeg has 2x areas that have broken on the bottom edge.** Repair skeg and repaint as needed.
10. **The Yamaha engine cowling is cracked through on the aft side and was cosmetic paint finish is worn.** Repair crack and refinish if desired.
11. **3x voltmeter, fuel level and trim level indicator gauges have cloudy lenses and 1x trim level indicator gauge is inoperable.** Repair or replace gauges.
12. **1x Yamaha engine flush port is missing the rubber gasket.** Install new gasket.
13. **1x courtesy light on the side of the helm console and 2x docking lights on the bow are inoperable.** Repair or replace lights.
14. **1x 12V DC Dual XDS110 stereo at the helm does not power on.** Repair or replace stereo.
15. **1x 12V DC livewell pump is inoperable.** Replace livewell pump.
16. **1x Kidde type BC regular dry chemical fire extinguisher onboard is missing an annual inspection tag.** Annually inspect and tag each unit.
17. **1x 12V DC white anchor light on the starboard side rail powers on but is mounted with electrical tape and hoseclamps.** Properly mount the anchor light.
18. **1x 12V DC Garmin Fishfinder 85 installed on the 1x helm station dash is inoperable.** Replace fishfinder display as needed.

**C. MARINE SURVEYOR NOTES**

19. **Due to limited access caused by vessel construction, a comprehensive inspection of all structural support systems was not accomplished. Core samples, ultrasonic thickness and destructive testing was not performed on the hull and fasteners were not pulled for inspection.** Routinely monitor and service hull as needed.
20. **Comprehensive inspection of the fuel tank was not accomplished due to vessel construction and inaccessibility. Fuel tank was not pressure tested and the state of the tank interior are undetermined.** Routinely monitor, service and replace tankage as needed.
21. **An independent AC & DC electrical onboard systems survey was not executed by a qualified marine electrician.** Execute an electrical survey as needed.
22. **Zero wind instrument displays are installed.** Consider installation of safety equipment.
23. **Zero spare handheld manual bilge pumps and high-water bilge audible alarm systems are kept onboard.** Consider installation of safety equipment.
24. **Zero liferafts, cold-water immersion or survival suits are kept onboard.** Consider installation of safety equipment.
25. **Zero fire axes and fire blankets are kept onboard.** Consider installation of safety equipment.
26. **Zero handheld horns, bells, orange SOS flags, floating LED SOS beacons, launchers, aerial meteors, floating smoke signals, glowsticks or sea-marker dyes are kept onboard.** Consider installation of safety equipment.
27. **Zero man overboard rescue, EPIRB and PLB systems are installed onboard.** Consider installation of safety equipment.
28. **Zero VHF/SSB radios, MMSI numbers, AIS transmitter or loud hailer systems are installed.** Consider installation of safety equipment.
29. **Zero waterproof ditch bags with supplies, first aid or tool kits are kept onboard.** Consider installation of safety equipment.
30. **Zero emergency water and food rations are kept onboard.** Consider installation of safety equipment.
31. **Zero emergency plugs/bungs, various spare hull, propulsion, essential maintenance parts and fluids are kept onboard.** Consider installation of safety equipment.
32. **Zero navigation charts or magnetic compasses are kept onboard.** Consider installation of safety equipment
33. **Zero pairs of binoculars, flashlights or handheld/fixed mount spot/floodlights are kept onboard.** Consider installation of safety equipment
34. **Zero copies of the US Coast Guard Navigation Rules & Regulations handbook, Bennington Pontoon hull owner's manual, Yamaha engine and various onboard system service manuals, departure checklists, logbooks and service records were discovered onboard.** Keep literature in a dry space and routinely update.

**VESSEL RATING & VALUATION**

**STATEMENT OF VESSEL RATING & VALUATION ABOARD THE 2006 BENNINGTON 2275 FSI**

It is the marine surveyor's experience that develops an opinion of the **VESSEL RATING** after the inspection has been completed and the findings have been organized in a logical manner. All data obtained throughout the survey contribute to the appraisal. Fair market value of the vessel is determined using historical sales data, researching yacht evaluation and sales software, active listings, the surveyor's personal experience, consultation with other surveyors, yacht brokers, captains, marine technicians, manufacturers, dealers, boatyards and maritime industry professionals. The following grading system has been used as a standard for determining the vessel's condition:

**BRISTOL CONDITION** Vessel is new or like-new equipped with significant extras, upgraded equipment, options and has been maintained in exceptional fashion – a rarity.

**ABOVE AVERAGE CONDITION** Vessel has had exceptional care, regular maintenance is up-to-date, trivial faults may exist and is equipped with various upgraded systems.

**AVERAGE CONDITION** Vessel has had regular care, requiring some additional work and is normally equipped for her size and intended use.

**FAIR CONDITION** Vessel requires significant maintenance to ensure reliability. Structural, propulsion and/or electrical system defects that require boatyard service may exist.

**POOR CONDITION** Vessel is devoid of extras, requires substantial boatyard work and improvements to restore to a usable condition.

**RESTORABLE CONDITION** Enough of hull and propulsion systems exists to restore to usable condition.

**VESSEL RATING POOR CONDITION**

**STATEMENT OF VALUATION** The fair market value is the most probable price which a vessel should bring in a competitive and open market under all condition's requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. After consideration of the reliability of the date, the extent of the necessary adjustments and condition of the vessel, it is this marine surveyor's opinion that the approximate fair market value of the subject vessel is:

**VESSEL FAIR MARKET VALUE \$8,000.00 USD**

*Eight Thousand Dollars & Zero Cents*

**ESTIMATED REPLACEMENT COST** Retail cost of a new vessel of the same manufacturer, make & model with similar gear. Estimated replacement cost of the subject vessel is:

**VESSEL ESTIMATED REPLACEMENT COST \$60,000.00 USD**

*Sixty Thousand Dollars & Zero Cents*

**BUCVALU PROFESSIONAL ESTIMATED FAIR MARKET VALUE** Provided by [bucvalupro.com](http://bucvalupro.com), the current estimated fair market value aboard a 2006 Bennington 2275 FSi in average condition with like propulsion systems around the South Atlantic and Florida, USA **is between approximately \$13,193.00 USD and \$14,593.00 USD.**

**J.D. POWER ESTIMATED FAIR MARKET VALUE** Provided by [jdpower.com](http://jdpower.com), the current estimated fair market value for a 2006 Bennington 2275 FSi in comparable shape in North Charleston, South Carolina, USA **is approximately \$12,435.00 USD.**

**ACTIVE COMPARABLES** There are currently at least 4x other known 2007-2008 Bennington Pontoon 2275 FSis in average condition available for sale on the international yacht markets **with an average asking price of \$14,401.75 USD.**

**RECENT SALES DATA** Provided by [soldboats.com](http://soldboats.com), there are 10x other known 2007-2005 Bennington 2275 FSis in similar shape with dissimilar options have sold on the used international yacht markets since Jan 2021 **with an average sale price of \$19,021.30 USD.**

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location	Days Active
22 ft	Bennington 2275 RL I/O	2007	\$24,426	\$24,075 (4/2024)	Perris, CA	106
22 ft	Bennington 2275 FSI DELUXE	2005	\$12,500	\$11,700 (3/2024)	Manitou Beach, MI	212
22 ft	Bennington 2275 RL	2007	\$18,997	\$16,000 (7/2023)	Traverse City, MI	26
22 ft	Bennington 2275FSi	2007	\$18,500	\$18,000 (6/2023)	Mooresville, NC	10
23 ft	Bennington 2275 RL	2006	\$24,700	\$21,000 (8/2021)	Fort Lauderdale, FL	30
22 ft	Bennington 2275 FSI DELUXE	2007	\$23,500	\$23,500 (8/2021)	Norman, OK	14
22 ft	Bennington 2275 FS	2005	\$15,950	\$15,950 (7/2021)	Selbyville, DE	22
22 ft	Bennington 2275 RL	2006	\$17,900	\$16,500 (7/2021)	Saint Petersburg, FL	21
22 ft	Bennington 2275 FSI DELUXE	2006	\$19,988	\$18,988 (4/2021)	Lewisville, TX	16
22 ft	Bennington 2275 RL	2005	\$24,500	\$24,500 (1/2021)	Cascade, IA	

**CONCLUSION**

It is the marine surveyor's opinion that the inspected 2006 Bennington 2275 FSi be considered in **POOR CONDITION** because the vessel is devoid of extras, requires substantial boatyard work and improvements to restore to a usable condition. The largest factor in the poor vessel rating is the 2x pontoons in poor condition with the port pontoon not being watertight. Recently sold similar boats on the international yacht market were considered to determine the estimated fair market value. **As of 05/13/2024, the 2006 Bennington 2275 FSi is not ready for its intended service.**

**CONDUCT OF SURVEY**

The mandatory standards promulgated by the US Coast Guard, under the authority of Title 46 United States Code: Title 41 and Title 46, Code of Federal Regulations and the voluntary standards and recommended practice of the ABYC® have been used as guidelines in the conduct of this survey but complete compliance with such standards varies with the intended service of the vessel & is not guaranteed. This report is issued for the exclusive use of the individual(s), financial institution(s) &/or insurance company(ies) as may be specifically identified (named) upon this surveyor's report and may contain information that is privileged and/or confidential and the document is nontransferable. In the event that the surveyor is called upon, after rendering this survey report to explain, modify or supplement the report, its contents or should the surveyor be called upon to render expert advice, testimony or to provide survey expertise in any dispute in litigation, the surveyor will be compensated by the owner/insured accordingly.

**LIMITED LIABILITY**

The inspection, which is the subject of this survey report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this marine surveyor is not a structural/electrical engineer, laminate technician, shipwright, naval architect, engine mechanic, plumber, marine electrician or electrical engineer and nor does he possess any specialized knowledge beyond the degree of skill commonly

possessed by others in the same employment. In no event shall the legal liability of the undersigned exceed half the fee paid for the inspection and survey report, regardless of claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty or otherwise. Hidden flaws and latent defects which could not be determined given the limitations set forth herein are not covered by this survey report. Further evaluation by qualified specialists for in-depth analysis is recommended on the hull, propulsion, rigging and electrical systems. The surveyor should not be held liable or accept any responsibility for any subsequent failures to the vessel, hull, engine(s), rigging and electrical systems that might occur on or beyond survey day. The surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report. Hidden & undetected deficiencies aboard the examined vessel not included in this survey report may exist, which the surveyor is not responsible for.

**MARINE SURVEYOR CERTIFICATION**

I certify that, to the best of my knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the 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 marine survey report. The marine survey report is valid only for the benefit of whom it may concern and is submitted without prejudice.



**CHS Marine Survey, LLC | Wesley Burt**  
**Surveyor Associate® | The Society of Accredited Marine Surveyors, Inc.®**