EBB TIDE SERVICES

*Seneca, IL *** Wenona, IL*

[redacted]

VALUATION / APPRAISAL SURVEY

"Surfs Up"

CONDUCTED BY:

Robert L Snow

Accredited Marine Surveyor #938

Society of Accredited Marine Surveyors

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Ebb Tide Services

Ebb Tide Services is an Illinois-based company providing independent marine surveying and consulting services to insurance underwriters, financial institutions and knowledgeable boaters.

Robert Snow SAMS-AMS, principal marine surveyor, has over 28 years serving the marine industry, 18 of which have been devoted to marine surveying in Illinois, Wisconsin, Iowa and Indiana. He's surveyed a vast array of vessels from small pleasure boats to large luxury yachts, both power and sail.

We've earned a reputation for providing our clients with quality, dependable service in a timely manner. Ebb Tide Services specializes in the following types of marine surveys: Insurance Damage Appraisals, Pre-Purchase, Condition & Value, Mechanical, Investigative Services and Expert Witness Testimony.

• Society of Accredited Marine Surveyors (SAMS, AMS)
• American Boat & Yacht Council (ABYC)
• Boat US Technical Information Exchange (TIE)

• United States Coast Guard (USCG) 100 ton master, Retired

Continuing Education:
• IAMI Regional Conference
• ABYC Standards
• SAMS Regional & National Conferences

• USPAP Uniform Standards of Professional Appraisal Practice

ABYC NFPA Society of Accredited Marine Surveyors, Inc.®

SCOPE OF SURVEY

This survey was performed at the request of the owner, [redacted] who was present at the time of the survey. The attending surveyor did attend onboard the 2002 Rinker 270 Fiesta Vee, "Surfs Up", on September 30, 2024 at [redacted], Le Claire, IA. The vessel was surveyed outside, on a trailer. The ships papers were onboard at the time of this inspection and appeared to be in order. The manufacturers hull identification number (HIN) was verified from the transom. A sea trial was not conducted as a part of this survey. Machinery and equipment were not inspected while operating unless specifically noted in this report. Machinery, tanks, belts, hoses, and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing, or pressure testing was performed. The reason for the survey was to ascertain the physical condition and value of the vessel. The Tramax moisture meter, Model "Skipper Plus" was used for moisture readings referenced in this report. AC shore power was used to check AC electrical systems.
DC power was used to check DC electrical systems. No reference or information should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.

2. 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. Buyer/owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above 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. This report is not a structural analysis.

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.

FINDINGS REFLECT CONDITIONS OBSERVED AT THE TIME OF THE SURVEY.

The American Boat and Yacht Council "Standards and Recommendations" are defined by reference to-"ABYC". These standards were developed in cooperative effort with the National Marine Manufactures Association, to complement, the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be *voluntary*, but are highly suggested by this surveyor.

GENERAL SURVEY INFORMATION

SCOPE OF SURVEY

Report file no:

MM20240930.

Inspection date(s):

September 30, 2024.

Date of written report:

October 1, 2024.

Type of survey:

VALUATION / APPRAISAL SURVEY.

Conducted by:

Robert L. Snow
Accredited Marine Surveyor # 938
Society of Accredited Marine Surveyors (SAMS)

Requested by:

This survey was performed at the request of the owner, [redacted], who was present at the time of the survey.

Purpose of survey:

Assess the overall condition and value of vessel.

Intended use:

Pleasure cruising on the Great Lakes and Inland Rivers.

Vessel surveyed at:

[redacted] Le Claire, IA.

Weather conditions:

Clear & dry, Temperature was 80 degrees.

How survey conducted:

The vessel was surveyed outside, on a trailer.

Sea trial:

A sea trial was not conducted as a part of this survey. Machinery and equipment were not inspected while operating unless specifically noted in this report. Machinery, tanks, belts, hoses, and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing, or pressure testing was performed.

Electrical systems checked:

AC shore power was used to check AC electrical systems.
DC power was used to check DC electrical systems.

Moisture checks:

The Tramax moisture meter, Model "Skipper Plus" was used for moisture readings referenced in this report.

VESSEL CONDITION & VALUE

Condition rating:

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

Estimated fair market value:

$20,000.00 (Twenty thousand dollars) including the trailer.

Estimated replacement cost:

$ 163,000.00 (One hundred and sixty-three thousand dollars)

NOTE:

The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.

SURVEY REQUESTED BY

Client name:

Michael Massey.

Street address:

1462 Plum Tree Rd.

City/State/Zip:

Bettendorf IA 52722.

VESSEL INFORMATION

Vessel Yr/Make/Model:

2002 Rinker 270 Fiesta Vee.

Vessel name:

Surfs Up.

Hull ID number verification:

RNK69502I102
A true digital photograph of the hull ID number of the referenced vessel is shown here.

Hull Identification Number (HIN)

State registration no.:

IA 2278 BP.

State validation sticker:

Current.

Registration sighted:

The ships papers were onboard at the time of this inspection and appeared to be in order.

Manufacturer/Builder:

Rinker Boat Company, 300 W. Chicago Street, Syracuse, Indiana 46567

Year built:

2002.

Vessel description:

The surveyed vessel is an express cruiser with a gasoline fueled inboard engine, manufactured by Rinker Boat Company. She has galley, head and sleeping quarters for four crew members. Hull and deck colors are white, The vessel presented very well per our initial, overall inspection. Any exceptions are noted in the following report.

VESSEL SPECIFICATIONS

Type:

Fiberglass, Express cruiser.

Length overall (L.O.A.):

27' per Power Boat Guide.

Beam:

9' 1" per Power Boat Guide.

Draft:

3' per Power Boat Guide.

Displacement:

7,350 lbs. approximate dry weight, per Power Boat Guide.

SURVEY STANDARDS

Standards followed:

This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the

authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.

SURVEY INSPECTION COMMENTS

Comments:

- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. If a component is not identified in this report, it was not inspected.
- "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in RED in the report.
- "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in BLUE in the report.
- "Notes" are comments or findings that are relatively minor in nature and are listed in GREEN in the report.
- It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.

HULL INSPECTION

HULL EXTERIOR

Construction material:

Fiberglass, with white gel coat surface.

Hull cosmetics:

Very few and minor gel coat fractures were noted and as these are cosmetic in nature, no further comment is offered.

Hull on port side looking forward

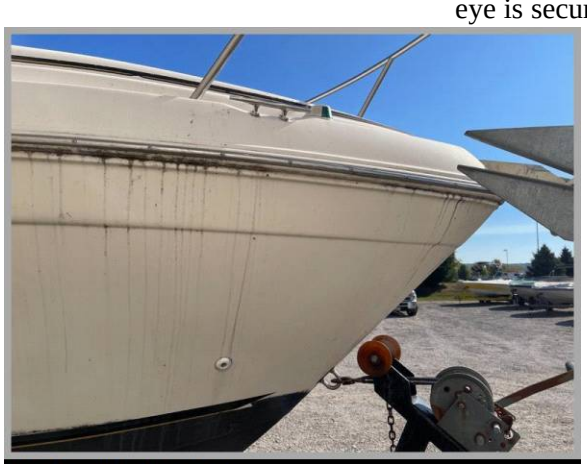
Hull on starboard side looking forward

Hull on port side looking aft

Hull on starboard side looking aft

Stem:

Solid, no cracks on external inspection. Moisture readings relatively Dry. Bow eye is secure.



Starboard side of stem

Port side of stem

Rub rail:

Stainless steel on white plastic backing. No damage sighted.

Port Lights:

Two port lights on the port side and two on the starboard side.

Transom:

Conventional transom, Well secured, no cracks or defects sighted. Moisture readings were relatively Dry.

Swim Platform

Extended Fiberglass. The swim platform is properly attached and well secured.

Re-boarding ladder:

Stainless steel drop down ladder mounted on swim platform. Well secured.

ABOVE WATER LINE THRU-HULLS

STEM:

Stainless steel chain locker thru hull fittings drain thru stem.

HULL SIDES:

Plastic mushroom head fittings: Used for; Bilge/Sump drains, Sink drains, A/C discharge drain(s),

TRANSOM:

Drain plug.

HULL BOTTOM

Construction material:

Solid GRP (Fiberglass), No cracks or separation sighted on any portion of hull bottom.

Hull bottom on port side looking forward

Hull bottom on starboard looking forward

Hull bottom on starboard side looking aft

Hull bottom on port side looking aft

Bottom paint:

Anti-fouling bottom paint in serviceable condition.

Osmotic blistering:

No evidence of blisters was found on hull bottom during bottom inspection.

Moisture:

All moisture meter readings were relatively dry. Random percussion hammer testing on hull bottom showed No evidence of any delamination on hull bottom.

Void(s):

Voids, which are resin starved areas in the hull resulting in a dry layup at the time of hull construction were not sighted.

Grounding damage:

No signs of grounding damage were sighted on the hull bottom.

TRIM TABS, STABILIZERS AND THRUST SYSTEMS

Trim tabs:

Lenco electric trim tabs are well secured and functional, Power up and function normally.

HULL INTERIOR

Hull to Deck Joint:

Overlap (Shoebox type), No leaks sighted thru hull to deck joint area.

Bilge(s):

Clean and dry.

Stringers:

Hull stiffness provided by heavy FRP (Fiber Reinforced Plastic) stringers.

Stem:

Solid stem, no cracks or separation sighted inside.

Inside of transom:

No cracks or separation sighted, Moisture readings were relatively dry. No delamination was found.

Transom Lights

HULL EXTERIOR

The underwater transom light on the port side did not power up at the time of survey. Recommendation: Repair or replace underwater lights as necessary to maintain the value of the vessel.

underwater light is inoperative

Chine Shelves

HULL INTERIOR

Inboard longitudinal edge is glassed onto the outboard stringer and the outboard longitudinal edge is glassed in at the chine to form a shelf on both sides of the engine compartment
Securely attached, no cracks or signs of deterioration sighted.

MAIN DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Construction material:

FRP with Balsa core sandwich construction.

Deck Surface:

White with molded in non skid fiberglass surface.

Moisture/Delamination:

Moisture meter readings were all relatively Dry.

Delamination:

Percussion hammer used to test deck surface and no delamination was found.

Radar arch:

Aluminum-painted with matching paint, The radar arch is well secured.

Deck Hatches:

The deck hatch is cracked. Recommendation: repair or replace the deck hatch as necessary to maintain the value and appearance of the vessel.

Cracked deck hatch

Stanchions/side rail(s):

Stainless steel, well secured.

Chocks and cleats:

Horn cleats, All cleats are well attached and serviceable.

COCKPIT

Cockpit

Express cruiser style designed for comfort, functionality, and easy access to controls.

Sole:

The cockpit sole and the swim platform are covered with a linoleum-type faux teak material that is peeling in numerous places. Recommendation: Repair or replace the sole covering as necessary to maintain the vessel's appearance and value.

Scuppers/deck drain(s):

Open cockpit transom drains overboard.

Seating:

"T" Cockpit seating on both sides and at transom.

Engine space hatch(es):

The aft section of the cockpit is equipped with a electric lift system for engine access, The unit powers up and was cycled several times during this survey.

NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

VHF radio(s):

powers up.

Searchlight controls:

Spotlight mounted at bow rail. Powers up and turns properly port/starboard/up/down.

Windshield wiper(s):

One Wiper, The windshield wiper powers up and is serviceable

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift control(s):

Single lever for throttle/shift controls.

Hour meter(s):

No engine hour meter was sighted.

CABIN INTERIOR APPOINTMENTS

SALON

Style:

Contemporary.

Headliner:

White vented vinyl. Clean and well fastened.

Sole:

Carpeting installed throughout. Carpet is dirty and stained. Recommendation: Replace carpet to enhance appearance and maintain the value of the vessel.

ENTERTAINMENT ELECTRONICS

Stereo(s):

AM/FM/CD/ Powers up.

GALLEY

Location:

Port side.

Stove:

Kenyon, alcohol/electric, Burners tested and are functional. Power indicator lights are functional. Safety switch functional.

Refrigeration:

Mold was sighted in the refrigerator. Recommendation: Remove and remediate mold as necessary to ensure the health and safety of crew and passengers.

Microwave:

Emerson, Powers up, well secured.

BERTHS / STATEROOMS

Berths:

V-berth sleeps two,
Mid cabin/aft berth sleeps two.

HEAD(S)

Number/Location:

One, located on the Starboard side.

Toilet(s):

Manual flush pump.

Shower(s):

Head doubles as shower stall.

AIR CONDITIONING

Manufacturer:

CruiseAire by Dometic Corporation, Environmental Division
P.O. Box 15299 Richmond, VA USA 23227
Phone: 804-746-1313
Fax: 804-746-7248.

No & Type:

One unit.

Temp Controls:

Rotary temperature controls.

Temp pull down:

Not tested.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:

12 Volt system.

Number and type of batteries:

Two, Lead acid.

Storage:

Located on tray, Secured with hold down bracket/brace.

Positive terminal covers:

Positive terminal(s) are Not covered. RECOMMENDATION: Code of Federal Regulations - 33 CFR 183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves. Recommend compliance with Code of Federal Regulations.

Battery selector switch:

Yes, Rotary switch is functional. Located in cockpit, on starboard side.

Charging system:

Alternator and, Battery charger.

Distribution panel:

All DC circuits controlled from the helm station dash.

Connectors:

Ring spade or crimp on connectors sighted for wiring connections as recommended by ABYC E-11.15.3.4 "Terminal connectors shall be ring or captive spade types"

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:

30 Amp - 120 Volt system.

Shore power inlet(s):

located on Port side of top deck.

Shore power breaker:

Dual pole breaker for shore power at distribution panel (within 10' of inlet) per ABYC recommendations.

A.C. power selector switch:

AC / Generator manual make/break lever switch located in main AC panel.

Main breaker(s):

Dual pole 30 amp breaker at main power panel.

Branch breakers:

All A.C. circuits are adequately protected by branch breakers.

Distribution panel(s):

The panel is located on the port side between the galley and the mid cabin.

Reverse polarity indicator:

Appears functional and outlets tested OK for proper polarity.

GFCI protection:

A GFCI equipped 120V outlet has been installed as the first in line for the circuit requiring protection.

A.C. wiring secured:

Yes all wiring secured every 18" per ABYC and NFPA recommendations.

A.C. Electrical ground:

AC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

A.C. wiring terminations:

A.C. wiring is properly terminated. No wire nuts or loose connections sighted.

Wire type:

Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.

Other A.C.:

An electrical outlet was sighted in the engine room. All it takes to ignite fumes is a little spark. No matter how big or small the spark is, if there are enough flammable fumes in the air, the tiniest spark will light up the sky. Therefore, having AC outlets in an engine compartment with gas engines is a BIG no no. Plugging an item into or pulling an item out of an outlet doesn't cause a spark every time. A spark will only occur if the load you are plugging in/out is turned on.

When an item is turned on it wants to draw power to work. It

will draw power as soon as it gets a chance and will keep drawing it until it is completely disconnected from the outlet. As we know, electricity can and will jump through the air to get to where it wants to go. The bigger the power draw the further it can jump. With all of this in mind, the problem isn't with an item that is already plugged in and working, it arises when we plug in or unplug an item. This action can create a spark inside the outlet between the pins of the plug and the contacts of the outlet. If there are enough fumes in the surrounding area, Bang! To get around this, all AC powered items in an engine compartment with gas engines should be hard wired (connected directly to supply cable). This will help avoid any fiery moments. As per normal, a licensed electrician should be consulted.

PROPULSION SYSTEM

MAIN ENGINE(S)

No./Type/Cylinders

One, Inboard/outdrive, Gasoline, V8.

Make / Model:

MerCruiser, 5.7 Liter.

Serial no(s):

Engine serial number:
0M320664.

Engine Serial number tag

Engine(s) hours:

No meter sighted.

Hoses and clamps:

Good condition-No cracks sighted.

Belts and pulleys:

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Oil level and condition:

Clean & full on dipstick.

Ignition protection:

Yes -Distributor, Alternator and Starter are OEM and ignition protected.

Fuel supply lines:

USCG A1 flex.

Engine mounts and beds:

Engine mounts are well secured to the support stringers.

Engine(s) operated:

Engine not operated for purposes of this survey.

EXHAUST SYSTEM

Discharge location(s):

Thru outdrive prop hub(s).

Piping/Clamps:

Cast metal and flex hose.

Exhaust manifold:

Cast Iron, painted. No evidence of leaking was sighted.

OUTDRIVE(S)

No/Make/Model:

One, MerCruiser, Bravo Three.

Serial number(s):

Drive serial no: 0M144015.

Transom/gimbal housing(s):

Sound - No corrosion sighted where accessible.

Upper housing(s):

Sound-No corrosion sighted.

Lower housing(s):

Sound-No corrosion sighted.

Tilt/trim/trailer function:

Powers up & appears functional.

Upper bellows:

No cracks or wear areas sighted on bellows. Good condition.

Lower bellows:

No cracks or wear areas sighted on bellows. Serviceable condition.

Shift control bellow:

No cracks or wear areas sighted on small shift control bellows. Good condition.

Hydraulic lines:

Hydraulic lines are secured and show no signs of leakage.

Anti-cavitation plate(s):

Sound, no cracks or separation.

Skeg condition:

The skeg is damaged as shown in photo. Recommendation: Repair skeg as necessary.

damaged outdrive skeg

Anodes

Serviceable. Monitor all zincs frequently and replace as necessary. Zincs are normal replacement items designed to protect the running gear from electrolysis. Keep spares aboard vessel.

Prop(s):

Dual counter rotating.

Prop condition:

Prop blades are nicked or bent and should be serviced. RECOMMENDATION: Have prop(s) repaired and balanced to prevent excess vibrations.

damaged prop blades

TANKAGE

FUEL TANK(S)

No Tanks/Capacity:

One tank / 100 gallons capacity.

Fuel tank

Tank(s) location(s):

Engine space, Forward of the engine compartment.

Tank material:

Aluminum.

Manufacturer's label(s):

The USCG required label was sighted on fuel tanks.

Fuel supply lines:

USCG A1 flex hose from tank to fuel pump. No cracks, soft spots or splitting sighted. Serviceable.

FRESH WATER TANK(S)

No & locations of tanks:

One, Engine compartment.

Capacity:

33 gallons total capacity

Supply lines:

Reinforced plastic.

Filling line(s) located:

Side deck.

Tank(s) material:

Plastic.

Tank(s) condition:

Visually good, (where accessible)

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device:

Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out.

No & Location of tanks:

One, Engine compartment.

Tank(s) Material:

Polyethylene Plastic.

Capacity:

27 gallons, per Power Boat Guide.

Tank(s) condition:

Visually good, (where accessible)

Lines:

Sanitation hose, Well secured.

Discharge line(s) located:

Deck pump out.

WATER HEATER(S)

Tank(s) location(s):

Engine compartment.

Manufacturer/Capacity:

Kuuma Products
Camco Manufacturing Inc.
121 Landmark Drive
Greensboro, NC 27409

1.800.334.2004

Capacity: 6 USG.

How powered:

120 Volts with heat exchanger coil.

Supply lines:

Plastic.

Heat exchanger hoses:

Heat exchanger hoses appear to be in good condition where sighted. No cracks or leaks sighted.

Outer tank material:

Galvanized.

Tank(s) secured:

Yes, the water heater tank is properly secured.

Pressure relief valve(s):

Yes, household type, bronze pressure relief valve appears to be serviceable.

Ignition protected:

Yes, Water heater is marine type and ignition protected.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Sound devices:

Electric Horn(s), ***Electric Horn Not functional. RECOMMENDATION: Recommend repair or replace to comply with USCG regulations for sound devices.***

Engine ventilation:

The engine ventilation hoses are torn. Recommendation: Repair or replace the hoses as necessary to provide oxygen to engine and to prevent fume buildup in engine compartment.

Engine ventilation hoses are torn

FIRE FIGHTING EQUIPMENT

Dry Chemical Size I:

Two USCG Approved
Located: in cockpit

BILGE PUMPS

ENGINE COMPARTMENT:

Two pumps. -- float switches are operational.

GROUND TACKLE

Primary anchor:

Danforth type.

AUXILIARY SAFETY EQUIPMENT

Smoke detector(s):

There were no smoke detectors sighted. RECOMMENDATION: NFPA 12.3 Smoke Detection - All vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217, Standard for Single and Multiple Station Smoke Alarms, for recreational vehicles and is installed and maintained according to the manufacturer's instructions. Recommend compliance with NFPA.

Carbon monoxide detectors:

Carbon monoxide fume detector was not sighted but are highly recommended by ABYC and NFPA. The American Boat and Yacht Council recommends that a carbon monoxide
detection system be installed on all boats with enclosed accommodation compartments and, a gasoline generator set, or an inboard gasoline propulsion system. It is also a good idea to install them on diesel powered vessels because carbon monoxide can be carried aboard from external sources.
Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors and install as noted above. RECOMMENDATION: Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24 and NFPA 302 recommendations.

Emergency Shutdown:

Emergency shutdown with lanyard available at helm position.

AUXILIARY EQUIPMENT

TRAILER

Trailer Included

There is a trailer supporting this vessel. As many details about the trailer as possible are included in this portion of the survey report, but NO SURVEY OR INSPECTION OF THIS TRAILER has been conducted by this surveyor beyond an appraisal of its approximate value based on the overall appearance of the trailer. All trailers should be inspected and serviced by a qualified trailer technician, then the electrical system and brakes tested when connected to the towing vehicle.

Manufactured by:

Trailmaster Trailers

1033 E 5th Street
Mishawaka, IN 46544-2833

(574) 259-0329.




Trailer serial ID number:

not readable.

Frame material:

Steel.

Brakes:

Surge brakes.

Electrical connections:

5 pin.

Trailer jack:

Jack Pad, well secured and functional.

Winch:

Manual, nylon strap with hook.

Winch arm:

Bolted to frame.

Axle(s):

Tandem.

Fenders:

Full fenders, steel, painted, with aluminum step pads.

Tires:

Size: ST225/75 R 15
Condition: ***According to the DOT code on the tires these tires are over 12 years old. Carmakers tell consumers to replace tires six years after their production date, regardless of tread life. Tire manufacturers such as Continental and Michelin say a tire can last up to 10 years, provided you get annual tire inspections after the fifth year. Recommendation: Replace the tires with properly rated safe tires before highway travel.***

Hold down straps:

Not sighted.

Lights:

The left light lense is broken. Recommendation: Repair or replace the lense to ensure that the trailer conforms to state law as required.

left tail light lense broken

License number:

DG 6262
Iowa.

Fair Market Value of Trailer

$ 2,000.00 (Two thousand dollars)

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)
The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Positive terminal covers:

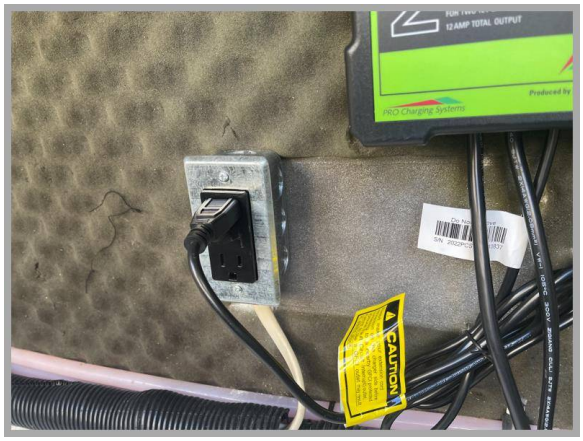
1. Positive terminal(s) are Not covered. RECOMMENDATION: Code of Federal Regulations - 33 CFR 183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves. Recommend compliance with Code of Federal Regulations.

A.C. ELECTRICAL SYSTEMS

Other A.C.:

2. An electrical outlet was sighted in the engine room. All it takes to ignite fumes is a little spark. No matter how big or small the spark is, if there are enough flammable fumes in the air, the tiniest spark will light up the sky. Therefore, having AC outlets in an engine compartment with gas engines is a BIG no no. Plugging an item into or pulling an item out of an outlet doesn't cause a spark every time. A spark will only occur if the load you are plugging in/out is turned on.

When an item is turned on it wants to draw power to work. It will draw power as soon as it gets a chance and will keep drawing it until it is completely disconnected from the outlet. As we know, electricity can and will jump through the air to get to where it wants to go. The bigger the power draw the further it can jump. With all of this in mind, the problem isn't with an item that is already plugged in and working, it arises when we plug in or unplug an item. This action can create a spark inside the outlet between the pins of the plug and the contacts of the outlet. If there are enough fumes in the surrounding area, Bang! To get around this, all AC powered items in an engine compartment with gas engines should be hard wired (connected directly to supply cable). This will help avoid any fiery moments. As per normal, a licensed electrician should be consulted.



SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Sound devices:

3. Electric Horn Not functional. RECOMMENDATION: Recommend repair or replace to comply with USCG regulations for sound devices.

AUXILIARY EQUIPMENT

TRAILER

Lights:

4. The left light lense is broken. Recommendation: Repair or replace the lense to ensure that the trailer conforms to state law as required.

left tail light lense broken

PRIORITY II - MAINTENANCE & STANDARDS RELATED:

(NOT NORMALLY MANDATORY)
These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

HULL INSPECTION

Transom Lights

HULL EXTERIOR

1. The underwater transom light on the port side did not power up at the time of survey. Recommendation: Repair or replace underwater lights as necessary to maintain the value of the vessel.

underwater light is inoperative

MAIN DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Hatches:

2. The deck hatch is cracked. Recommendation: repair or replace the deck hatch as necessary to maintain the value and appearance of the vessel.

Cracked deck hatch

COCKPIT

Sole:

3. The cockpit sole and the swim platform are covered with a linoleum-type faux teak material that is peeling in numerous places. Recommendation: Repair or replace the sole covering as necessary to maintain the

vessel's appearance and value.

CABIN INTERIOR APPOINTMENTS

SALON

Sole:

4. Carpeting installed throughout. Carpet is dirty and stained. Recommendation: Replace carpet to enhance appearance and maintain the value of the vessel.

GALLEY

Refrigeration:

5. Mold was sighted in the refrigerator. Recommendation: Remove and remediate mold as necessary to ensure the health and safety of crew and passengers.

PROPULSION SYSTEM

OUTDRIVE(S)

Skeg condition:

6. The skeg is damaged as shown in photo. Recommendation: Repair skeg as necessary.

damaged outdrive skeg

Prop condition:

7. Prop blades are nicked or bent and should be serviced. RECOMMENDATION: Have prop(s) repaired and balanced to prevent excess vibrations.

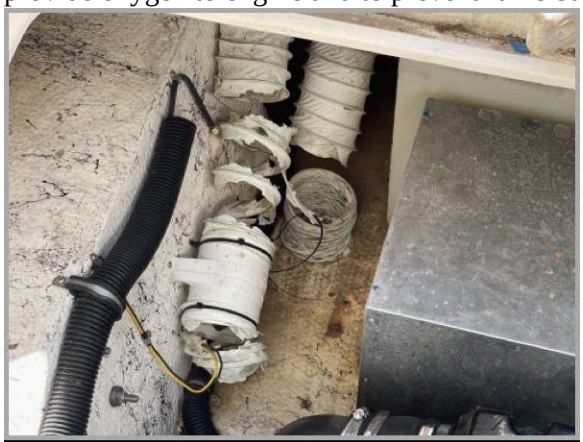
damaged prop blades

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Engine ventilation:

8. The engine ventilation hoses are torn. Recommendation: Repair or replace the hoses as necessary to provide oxygen to engine and to prevent fume buildup in engine compartment.



Engine ventilation hoses are torn

AUXILIARY SAFETY EQUIPMENT

Smoke detector(s):

9. There were no smoke detectors sighted. RECOMMENDATION: NFPA 12.3 Smoke Detection - All vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217, Standard for Single and Multiple Station Smoke Alarms, for recreational vehicles and is installed and maintained according to the manufacturer's instructions. Recommend compliance with NFPA.

Carbon monoxide detectors:

10. Carbon monoxide fume detector was not sighted but are highly recommended by ABYC and NFPA. The American Boat and Yacht Council recommends that a carbon monoxide
detection system be installed on all boats with enclosed accommodation compartments and, a gasoline generator set, or an inboard gasoline propulsion system. It is also a good idea to install them on diesel powered vessels because carbon monoxide can be carried aboard from external sources.
Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors and install as noted above. RECOMMENDATION: Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24 and NFPA 302 recommendations.

AUXILIARY EQUIPMENT

TRAILER

Tires:

11. According to the DOT code on the tires these tires are over 12 years old. Carmakers tell consumers to replace tires six years after their production date, regardless of tread life. Tire manufacturers such as Continental and Michelin say a tire can last up to 10 years, provided you get annual tire inspections after the fifth year. Recommendation: Replace the tires with properly rated safe tires before highway travel.

OTHER OBSERVATIONS AND COMMENTS:

These are observations and comments that your surveyor considers important and worthy of your attention.

NAVIGATION ELECTRONICS

ENGINE INSTRUMENTS AND CONTROLS

Hour meter(s):

1. No engine hour meter was sighted.

AUXILIARY EQUIPMENT

TRAILER

Trailer Included

2. There is a trailer supporting this vessel. As many details about the trailer as possible are included in this portion of the survey report, but NO SURVEY OR INSPECTION OF THIS TRAILER has been conducted by this surveyor beyond an appraisal of its approximate value based on the overall appearance of the trailer. All trailers should be inspected and serviced by a qualified trailer technician, then the electrical system and brakes tested when connected to the towing vehicle.

Vessel Valuation Table

Ebb Tide Services	www.ebbtideservices.com	survey@ebbtideservices.com

All prices are in U.S. Dollars

Current Market Value of Vessel:	$ 18,000.00	+/- 3%
Current Market Value of Trailer:	$ 2,000.00	+/- 3%

Estimated Replacement Cost:	$ 135,000.00

Comparison Calculations: ***All prices are in U.S. Dollars***

Method A:	BucValu 2024 Professional Online Price Guide:
Average Value of Vessel:	$ 22,000.00
Average value of trailer:	$ N/A

Method B:	Price Digests 2024 Marine Blue Book, Online Blue Book
Average Retail:	$ 23,000.00
Average value of trailer:	$ 1,900.00

Method C:	J.D. Power 2024 Online Appraisal Guide
Average Retail:	$ 17,000.00
Average value of trailer:	$ 2,100.00

Method D: Brokers and Private Sellers Asking Price Listings

Year	Size	Builder	Model	Asking $	Location
2002	27	Rinker	270 Fiesta Vee	36,000.00	NY
2002	27	Rinker	270 Fiesta Vee	28,000.00	TX
2002	27	Rinker	270 Fiesta Vee	30,000.00	OK
2002	27	Rinker	270 Fiesta Vee	22,000.00	MD

Method E: Boat Wizard (2021 thru 2024)

Year	Size	Builder	Model	Asking $	Sell $	Date Sold	Location
2002	27	Rinker	270 Fiesta Vee	30,000.00	25,000.00	Nov 2023	VA
2002	27	Rinker	270 Fiesta Vee	25,000.00	21,000.00	May 2023	MI
2002	27	Rinker	270 Fiesta Vee	29,000.00	26,000.00	May 2023	MD
2002	27	Rinker	270 Fiesta Vee	20,000.00	10,000.00	Jan 2022	MS
2002	27	Rinker	270 Fiesta Vee	26,000.00	24,000.00	Oct 2021	MI

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 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 routine maintenance and/or minor repair work and is normally equipped for her size.

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

"POOR CONDITION", substantial yard work required.

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

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

OVERALL VESSEL RATING **"FAIR CONDITION"**
requires usual maintenance to prepare for sale

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.

The ***Business Method*** of Appraisal was not used in this instance as this vessel is used for recreational purposes only.

The ***Cost Method*** of Appraisal was not used.

The ***Market Method*** of appraisal was used in determining a current Market Value as there were sufficient recent sales of this 2002, Rinker, 270 Fiesta Vee to determine a Current Market Value using the following sources; SoldBoats, BUC, Price Digests, J. D. Power, Yachtworld.com, local known sales, and consultations with local knowledgeable brokers.

The average book price provided by BUC, Price Digest, and J. D. Power was $ 22,000.00.

An internet search provided four listings of comparable vessels currently for sale. The average asking price of these four vessels was $29,000.00

SoldBoats provided four sales of the same year model within the past three years, all with similar extras.

The average asking price of these four similar vessels was $26,000.00. The average selling price of these four similar vessels sold was $21,000.00.

While this vessel was deficient in some minor areas it had attractions over and above the average in several areas. Therefore our Appraisal was amended accordingly providing our figures as listed below.

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 after all findings and recommendations are corrected is:

$20,000.00 (Twenty thousand dollars) including the trailer

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:

$ 163,000.00 (One hundred and sixty-three thousand dollars)

SUMMARY

In accordance with the request for a marine survey of the ***"Surfs Up"*** 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 September 30, 2024**,** and was found to be a well constructed, appointed and comfortable vessel. The ***"Surfs Up" after all findings are corrected is*** considered to be *"Suitable For Its Intended Use"* of *"Pleasure cruising on the Great Lakes and Inland Rivers"*

SURVEYOR'S CERTIFICATION

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

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

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

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

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

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

CONCLUSION

The overall rating and fair market value shown above are contingent on correcting all findings and recommendations.

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

ATTENDING SURVEYOR: **(SIGNATURE)**

Robert L. Snow AMS (Accredited Marine Surveyor)

[redacted]

Ebb Tide Services