

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: August 5, 2022

Our file #: 22 – 20512web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on August 2nd, 2022 while the vessel was afloat at removed for privacy and XXX (client) and XXX (broker) attended, and Kells Christian (surveyor, SAMS AMS # 301). A second inspection was performed on August 4th, 2022 and included a brief sea trial and haul out at Intrepid Landing, San Diego, CA. The client and broker attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Sea ray	Reg. #:	Removed for privacy
Model/type:	SDX 270 / deck boat	HIN:	Removed for privacy
Year:	2017 (model year)	Engines:	One Mercruiser
Length:	27' 3"	Name:	Removed for privacy
Draft:	3'	Hailing Port:	San Diego, CA
Beam:	8' 6"	Weight:	Travel lift's scale inoperative
* Sea Ray specifications (2023 model year)		Dry weight:	5,925 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified v shape, three lifting strakes per side, hard chines, black anti – fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, tan, white and black gelcoat, rub rail

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded nonskid deck surface

Deck hardware: Bimini top, walk through windshield, three sets of cleats, bow seating, forward and aft boarding ladders, hinged swim platform

Longitudinals/stringers: Fiberglass hull liner

Athwartships/bulkheads/frames: Unknown material

Layout/interior components: Open deck layout, starboard transom door, aft seating (aft of engine), seating on both sides forward of engine, helm and passenger seats (helm to starboard), small head enclosure to port of helm, bow seating

Bilge: Dry, some debris

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull sides and transom were visually inspected and randomly sounded. The age of the anti–fouling paint is unknown, it exhibits satisfactory coverage. The hull sides and transom are in good structural and cosmetic condition. There are stress cracks on the starboard side of the swim platform, adjacent to a dent in the rub rail. There is rust about the transom including about the hinges for swim platform and the boarding ladder. There are three groups of arching stress cracks on the starboard hull side forward of amidships, likely from impact and flexing. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in good condition. There is sun damage to the bench seat back's top. There is damage to the faux teak cover on the aft deck. The stand for the middle aft bench seat is broken.

The structural reinforcements including the liner was visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is dry, but is holding some debris in the engine space. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond the scope of this inspection. When the vessel was hauled the water lines on the hull sides and transom indicate a starboard list. The cause of the list is beyond the scope of this survey.

Summary: Good

MACHINE SYSTEMS

Main engine: Mercruiser model 8.2 MAG, 8.2L / 502CID, 380 horsepower *, Bravo three X Sea Core with DTS *, 157 hours on hour meter at start of sea trial

Engine application: Gasoline, eight cylinders, inboard/outdrive, freshwater cooled

Serial number: 2A530387

Outdrive: Mercruiser Bravo three, serial number not seen

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push pull cables, single lever control, emergency stop device (kill switch)

Exhaust systems: Wet system, apparent catalytic converters, outdrive application

Propulsion gear: Set of Mercury 24 T three and four blade counter rotating propellers

Steering system: Mechanical system, rack and pinion at wheel, outdrive application, power steering assist

Ventilation: Blower

Bilge pumps: Sahara S1100 forward of engine

Comments: The engine was visually inspected and tested during a sea trial. During the first inspection the engine would not start, apparently due to low battery voltage. Between the two inspections the broker replaced the batteries. Upon arrival on the second day of the inspection the engine was warm and reportedly had been inspected by a mechanic earlier in the day. No cold start was witnessed. Please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The mechanic apparently did not inspect the outdrive. The engine exhibited an error message during the sea trial indicating a problem with water flow. A significant water leak was noted at the hose connection on the input side of the steering cooler. Water was spraying on the top aft engine components, including many electrical components. Our brief attempt to run at wide open throttle resulted in a top engine speed of 4,500 rpm and top vessel speed of 43 miles per hour per the vessel's instruments. We were attempting to maximize the rpm and speed, with the outdrive trim, when the failure

occurred and the fast operation was aborted. The external surfaces and peripheral components of the engine and outdrive appear satisfactory – good. There is rust on and about the freshwater circulating pump. There is rust on the port forward motor mount. The level of coolant was low on the first day, the broker added coolant, the coolant level was not tested the second day. The engine controls functioned normally. The exhaust system is properly arranged and installed. Age of exhaust components is unknown but likely original. The outdrive and propellers were visually inspected and the propellers were manipulated. They appear in satisfactory – good condition. The condition of the outdrive is beyond the scope of this survey. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blower was energized. The electric bilge pump was energized with its float switch.

Summary: Satisfactory

TANKAGE

Fuel: 65 gallon plastic tank forward engine

Fill & vent: Deck fill fitting to starboard on transom, labeled “gas”, flexible hose (covered in plastic sheath), no labels visible

Feed & return: Flexible hoses (covered with plastic conduit), no visible labels

Water: Plastic tank below ski locker, deck fill fitting to starboard forward labeled “water”, 20 gallon capacity *

Holding: Deck fitting to starboard forward, labeled “waste” below cap, unknown capacity, tank not seen

Comments: The fuel system including the tank, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory - good condition. The condition and age of the fuel, (water and waste) and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally on the second day of the survey. There is a small water leak at the forward shower fixture.

Summary: Good

ELECTRICAL SYSTEMS

AC system: One household type inlet for battery charger on bench seat forward of engine

DC system: Battery switch port forward of engine, two Interstate models 27DCMJ and 27MSJ (with 5/22 stickers indicating age) 12 volt wet cell batteries in port aft seat locker, 12 volt system

Wiring: Mostly original multi – strand wires

Circuit protection: DC fuses below helm console

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. The AC shore power cord is adapted with a household type fitting and the inlet powers only the battery charger. Overall the electrical system is in satisfactory condition. The condition of the batteries is beyond the scope of this inspection. The refrigeration system did not get cold. The port docking light is inoperative.

Summary: Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Kidde type B:C size I (2015) forward of helm

Fixed fire system: Sea Fire model FD, agent HFC – 227 ea, manufacture date 08/2016

Flotation devices: Three type II adult, one type III adult

Horn/distress flares: Electric horn, no flares seen

Navigational/anchor lights: Separate side lights, all around light

Anchor & ground tackle: Lewmar 11 lb. anchor with chain and line rode, Fortress FX – 7 anchor

Comments: Safety equipment for fire fighting protection appears satisfactory, however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. No distress signal flares were seen. A suitable sound signaling device was seen. An oil placard was seen, no garbage placard was seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchors and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Marginal – Satisfactory

ACCESSORIES

Prosport 12 battery charger, oil placard, Rockford Fosgate transom stereo control, transom shower, Waeco refrigeration unit, sole covers, Jabsco 31395 – 7006 freshwater pressure pump, fold out swim platform, docking lights, full canvas boat cover, courtesy lights, Vacu - flush head and small sink in head compartment, waste discharge pump control and waste tank level indicator, sliding helm seat, Rockford Fosgate PMX – 2 stereo, Raymarine multi – function device, speedometer, digital tachometer, Raymarine vhf model A80289, freshwater washdown, two ice boxes forward

SUMMARY

The vessel is a composite fiberglass deck boat style runabout equipped with a gasoline inboard / outdrive engine. The vessel was built in the United States. We did not obtain any ownership or maintenance history or any disclosure statement regarding any known problems with the vessel or any significant events in the vessel's history, such as submersions, collisions, fires, etc. On the first day of the inspection the engine would not start, due to low battery voltage. On the second day of the survey the batteries had been replaced, the vessel was operated to and from the boatyard and hauled for inspection. There was an engine malfunction during the sea trial caused by a loose sea water hose connection to the steering cooler. The vessel appears to be basically structurally sound and in good overall cosmetic condition. Please refer to the mechanical survey report for the condition of the machine systems. Upon completion of the recommendations on this survey, and the mechanical survey, the vessel should be suitable for its intended purpose as a near coastal and protected waters cruising vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
XXXX	XXXX	N/A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the soldboats.com reported sale prices and the yachtworld.com listings below. We analyzed the data and found very little difference in the outboard vs. inboard/outdrive values. Among the I/O boats, most were equipped with the 6.2 liter (smaller) engines. All of the soldboats comps had the smaller engines and the average sale price for them was \$93,750 (two 2017s, a 2016 and a 2018). Those boats sold in NY 3/25/22, TN 3/15/22, TX 3/5/22 and TN 9/21/21. The average sale price of all 2017 SDX boats was \$100,570. The only three 8.2 liter boats for sale are the surveyed boat, a boat in Dana Point, CA also asking \$120,000 and a boat in Port Moody, Canada asking \$122,943. The Covid-19 demand and value spike has increased the values, the future of this influence is uncertain. The value assumes the problems with the vessel are relatively inexpensive to repair. The replacement value was obtained from M & P Mercury Yacht Sales (British Columbia), a Sea Ray dealer.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
27	Sea Ray SDX 270 Outboard	2017	27-May-22	118,000	118,000	Brick, NJ, USA
27	Sea Ray 270 SDX	2018	14-May-22	144,873	150,903	Porthmadog, Gwynedd, United Kingdom
27	Sea Ray SDX 270 Outboard	2017	9-Apr-22	100,000	109,900	Hyannis, MA, USA
27	Sea Ray 270 SDX - OB	2017	8-Apr-22	90,000	98,950	Venice, USA
27	Sea Ray 270 SDX	2016	25-Mar-22	88,000	89,495	Westhampton Beach, NY, USA
27	Sea Ray SDX 270 Outboard	2018	17-Mar-22	121,000	125,900	USA
27	Sea Ray SDX 270 Outboard	2018	17-Mar-22	121,000	125,900	USA
27	Sea Ray SDX	2018	15-Mar-22	96,000	104,900	Chattanooga,

27	270 Sea Ray SDX	2018	15-Mar-22	96,000	104,900	TN, USA Chattanooga,
27	270 Sea Ray SDX	2018	10-Mar-22	110,000	119,250	TN, USA Portsmouth ,
27	270 Outboard Sea Ray SDX	2017	5-Mar-22	100,000	104,000	RI, USA Lewisville, TX,
27	270 Sea Ray SDX	2017	5-Mar-22	100,000	104,000	USA Lewisville, TX,
27	270 Sea Ray SDX	2017	3-Mar-22	110,000	119,900	USA Fort Myers, FL,
27	270 Outboard Sea Ray SDX	2016	2-Feb-22	90,500	102,000	USA Delray Beach,
27	270 Sea Ray 270	2016	30-Dec-21	96,000	105,000	FL, USA Fort
27	SDX OB Sea Ray SDX	2018	30-Dec-21	95,000	94,900	USA Fort
27	270 Sea Ray SDX	2018	15-Dec-21	117,000	134,900	USA Lauderdale, FL,
27	270 Outboard Sea Ray SDX	2018	19-Nov-21	114,000	124,900	USA Point Pleasant,
27	270 Outboard Sea Ray 270	2018	14-Oct-21	94,925	99,900	NJ, USA Dania, FL, USA
27	SDX Sea Ray 270	2017	5-Oct-21	95,000	105,000	Excelsior, MN,
27	SDX Sea Ray SDX	2017	21-Sep-21	90,475	94,900	USA Charleston, SC,
27	270 Sea Ray SDX	2017	21-Sep-21	90,475	94,900	USA Chattanooga,
27	270 Sea Ray SDX	2018	17-Sep-21	112,000	119,900	TN, USA Chattanooga,
27	270 Sea Ray 270	2016	21-Aug-21	89,900	89,900	TN, USA Orange Beach,
	SDX					AL, USA Ludington, MI,
						USA

Sea Ray SDX 270

US\$120,000 *

27 ft / 2017

Dana Point, California, United States

Sun Country Coastal in Dana Point

Sea Ray SDX 270

US\$120,000 *

27 ft / 2017

San Diego, California, United States

Sale Pending

California Yacht Sales, Inc.

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2017 Sea Ray SDX 270

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Sea Ray SDX 270

US\$83,000 *

27 ft / 2017
Stamford, Connecticut, United States
Yachts New England

Sea Ray 270 Sundeck

US\$99,000 *

27 ft / 2016
Saint Augustine, Florida, United States
St. Augustine Yacht Sales

Sea Ray 270 Sundeck

US\$89,000 *

27 ft / 2016
Essex, Maryland, United States
Baltimore Boating Center, LLC

Sea Ray SDX 270

US\$99,500 *

27 ft / 2018
Knoxville, Tennessee, United States
Yachts360

Sea Ray 270 Sundeck

US\$122,943 *

27 ft / 2016
Port Moody, British Columbia, Canada
Thunderbird Yacht Sales

Sea Ray SDX 270

US\$94,950 *

27 ft / 2017
Dunedin, Florida, United States
Tampa Yacht Sales, INC

Sea Ray 270 Sundeck

US\$85,000 *

27 ft / 2016
Miami, Florida, United States
Engel and Volkens Yachting Olde Naples Florida

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2017 Sea Ray SDX 270

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Sea Ray SDX 270 Outboard

US\$99,000 *

27 ft / 2017

Fort Lauderdale, Florida, United States

Schaefer Yachts

Sea Ray 270 Sundeck

US\$85,000 *

27 ft / 2016

Miami, Florida, United States

Engel and Volkers Yachting Olde Naples Florida

Sea Ray SDX 270

US\$104,995 *

27 ft / 2018

Stony Brook, New York, United States

Yacht Finders LLC

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Assure the vessel has all legally required carriage items including approved and current distress signal flares and a garbage placard.
3. Determine if any damage was caused by the water flowing onto the aft top surfaces of the engine and electrical components and address appropriately. Assure that the cause of the leak is eliminated.
4. The refrigeration is apparently inoperative, service and prove it functional as desired.
5. The vessel has a starboard side list per the water lines on the hull sides and transom, determine the cause and address as desired or necessary.
6. Bring aboard a current copy of the registration per state regulations. A copy is included in the photos (it was sent via text by the broker).

SECONDARY

1. There is various cosmetic damage including sun damage to the bench seat, damage to the aft deck covering and rust on the transom hardware, address as desired.
2. Either repair the stress cracks and dent in the rub rail to starboard on the swim platform or monitor and replace as desired.
3. Either repair the stress cracks on the starboard hull side forward of amidships or monitor and repair as desired or necessary.
4. Repair or replace the broken stand for the center aft bench seat.
5. Address rust on the freshwater circulating pump and the port forward motor mount for the engine, eliminate the cause, repair or replace as needed and remove corrosion to allow detection of any future weeps or leaks.
6. Refill the engine's coolant system to the proper level of fluid, address any cause of the low coolant condition.
7. Consult with a qualified technician regarding the age of engine exhaust components, condition and maintenance intervals and maintain them appropriately.
8. Service and prove the port docking light functional as desired, it did not illuminate.

9. Address the small water leak at the forward shower.
10. There is rust on the swim platform hinges and boarding ladder, monitor and address as necessary.
11. The condition of the outdrive and transom assembly components is beyond the scope of this survey, consider having an inspection of these components.
12. The following components were not tested or inspected: boat cover, vhf radio was not tested for function, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our 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/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



August 5, 2022

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date