I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of John Cuspilich , the attending surveyor did attend onboard the *30 Sea Ray Weekender 1993 , "Boomarang II"* on ,05/23/2006 at Marine Max 214 West 9th Street, Ship Bottom NJ, 08008.
An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed.
The Hull Identification Number **(HIN)** WAS verified from the transom.
A sea trial WAS performed.

The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Tramex Skipper Moisture meter. AC and DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

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

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

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

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

I. INTRODUCTION

VESSEL DESCRIPTION

Introduced in 1991 as the 280 Weekender, the Sea Ray 300 Weekender (1992 to 95) is a very good-looking express cruiser with a sleek, low-profile appearance, a relatively small cabin, and king-sized cockpit accommodations. This is a boat that will appeal to those who enjoy the outdoors and are willing to sacrifice the sleep-six interior volume of a more conventional mid-cabin design. Inside, the 300 Weekender's layout is arranged with a wraparound settee/dinette/V-berth forward, a small galley, and a stand-up head with shower, basic accommodations for two adults.
With the small cabin dimensions, the huge, single-level cockpit extends to well over half of the boat's length.
Built on a deep-V hull with moderate beam and an integrated swim platform, the 300 Weekender came with a choice of inboard or stern drive power.
The 5.7-litre stern drives will cruise at about 24 Knots and reach 35 knots top.

SPECIFICATIONS
Length w/Pulpit . . . . . 31'11"
Hull Length . . . . . 29'9"
Beam . . . . . 10'6"
Draft . . . . . 2'8"
Weight . . . . . 7,800#
Clearance . . . . . NA
Fuel . . . . . 200 gals.
Water . . . . . 28 gals.
Hull Type . . . . . Deep-V
Deadrise Aft . . . . . 21°
Designer . . . . . Sea Ray
Production . . . . . 1991 to 95

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	**Cuspilich**
SURVEY PREPARED FOR:	**John Cuspilich, Fire Lane Rd. Vincentoewn, NJ 08088**

NAME OF VESSEL:	**"Boomarang II"**
TYPE OF SURVEY:	**Pre-Purchase for Buyer**
OVERALL VESSEL RATING:	****** ABOVE AVERAGE**
ESTIMATED MARKET VALUE:	**$ 40,000.00**
ESTIMATED REPLACEMENT COST:	**$ 180,000.00**
YEAR/MAKE/MODEL OF VESSEL:	**1993/SeaRay/300 Weekender**
HULL IDENTIFICATION NUMBER (HIN):	**SERT4609J293 300WE1227**
PLACE OF SURVEY:	**Marine Max 214 West 9th Street, Ship Bottom NJ, 08008**
DATE/TIME OF SURVEY:	**05/23/2006**
HULL MATERIAL:	**FRP (Fiber Reinforced Plastic).**
HULL TYPE:	**Planing**
LENGTH OVER ALL (L.O.A).:	**31' 11"**
BEAM:	**10' 6"**
DRAFT:	**2' 8"**
DISPLACEMENT:	**7800#**
PROPULSION SYSTEM:	**Twin Mercruiser engines**
FUEL TYPE:	**Gasoline.**
FUEL CAPACITY:	**200 gal**
AC POWER:	**120 vac**
DC POWER:	**12 vdc**
FRESH WATER CAPACITY:	**28 gal**

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

APPEARS:

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

DEFINITION OF TERMS: *(Continued)*

remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:
Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:
Sufficient for a specific requirement.

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

EXCELLENT CONDITION:
New or like new.

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

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

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

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

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

*** Per Manufacturer's Specifications**
****Refer to Summary and Valuation Section**
***** Per USCG Documentation**
****** Per Buc Book**

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL:
FRP (fiber reinforced plastic)

EXTERIOR HULL:
White gelcoat.

PORTLIGHTS:
Two (2) portlight fixed plastic framed acrylic.

BULKHEADS:
Appears serviceable where sighted.

STRINGERS:
Hull stiffness provided by FRP (fiber reinforced plastic) encased wood longitudinal stringers. Percussion testing and moisture readings performed where accessible. No delamination or elevated moisture readings recorded. Appears serviceable where observed.

TRANSOM:
FRP (fiber reinforced plastic) encased wood cored transom, with integrated swim platform. Percussion testing and moisture readings performed where accessible. No delamination or elevated moisture readings recorded. Appears serviceable.

BILGE:
Clean and dry

CHAIN LOCKER (DRAINAGE):
Drainage overboard, size adequate, access good, location forward bow.

MOISTURE CONTENT:
No elevated readings found.

DECK CONSTRUCTION

TYPE:
Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

COCKPIT:
Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

HULL-TO-DECK JOINT

TYPE:
The hull to deck joint was of the deck overlap type. Appeared serviceable where sighted.

FASTENERS:
Stainless steel screw type, size undetermined.

BEDDING COMPOUND:
Appeared to be elastomeric compound.

REINFORCEMENT:
Wood strip about 1" wide and 1" thick.

RUB RAIL:
Plastic with a stainless steel insert. No visible damage.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS

STANCHIONS:
Welded stainless steel rail system, runs the perimeter of the vessel forward of the cockpit. Condition was serviceable.

VENTILATION:
Adequate

CHOCKS AND CLEATS:
Chocks and cleats appeared to be stainless steel all sighted were thru-bolted and serviceable.

WINDLASS/GIPSY:
Secure

HAWSE PIPES:
Integral to windlass

DECK SURFACE:
White gel coat with molded in non-skid. Condition is serviceable.

HATCHES:
Serviceable

GRAB RAIL:
Hand rails at various locations on vessel. Adequate.

ANCHOR PLATFORM:
Yes FRP platform with anchor bow roller assembly. Appears serviceable.

BOW TOW RING:
Stainless steel U bolt. Secure

SUPERSTRUCTURE

MATERIAL:
Cabin house and deck are one unit molded FRP (fiber reinforced plastic) .

WINDOWS/PORTS/DOORS:
All serviceable

JOINERY STRESS:
None Sighted.

CANVAS AND SUPPORT STRUCTURE:
Bimini canvas (new top gun) top with stainless support system. Appears serviceable

MOISTURE CONTENT:
No elevated readings.

HELM DECK

SEATS:
White vinyl cushioned bench seats with stowage beneath.

WINDSHIELD:
***C1**

Tempered/Tinted Curved Glass Windshield with alloy frame, Electric Front Vent.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HELM DECK *(Continued)*

NOTE:
***C2**

Enclosure, Forward clear vinyl panel is cloudy

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:
Welded aluminum radar arch

ACCESSORIES:
Spreader and cockpit lights provide additional and convenient task lighting.

CANVAS AND COVERS:
Mooring cover (new)

FISHING EQUIPMENT

WASH DOWN SYSTEM:
Fresh water wash down. Serviceable

ROD HOLDERS:
Multiple rod holders in the coaming

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:
The joinery and finish of the interior was average.

CABIN BRIGHT WORK:
Good Condition

INTERIOR BULKHEADS:
The interior bulkheads were well fit where sighted.

WATER INTRUSION SIGNS:
None Sighted.

STORAGE AREAS:
The cabinets, lockers, drawers, and shelving were serviceable.

HEADLINERS:
Excellent Condition

DOORWAYS:
Serviceable

FABRIC AND CUSHIONS:
The general appearance of the cushions and fabrics reflect good care and normal wear and tear for a vessel of this age.

SHOWERS:
Hand shower from sink faucet

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(Continued)*

FAUCET FIXTURES:
The faucet fixtures and sinks were operable in the head and in the galley.

LIGHT FIXTURES:
12 volt cabin lights throughout the vessel were operable.

AIR CONDITIONING UNITS:
None

STEREO, ETC.:
Powers up

CONDITION AND DEFICIENCIES:
The overall house keeping for this vessel was above average. It reflects the care of a conscientious crew, with good sea keeping skills.

GALLEY

LOCATION:
Port side of salon

SINKS:
Single sink. Appear serviceable.

REFRIGERATION:
A Norcold refrigerator with separate freezer above is under counter in the galley. Producing desired effect

STOVE/OVEN:
Electric/ Alcohol cooktop built into counter top. Producing desired effect.

HEAT PROTECTION (INSULATION):
Folding burner cover. Serviceable.

MICROWAVE:
Built in. Powered up

PROPULSION

MAIN ENGINES

TYPE:
Two (2) four cycle V-8 gasoline naturally aspirated engines.

MANUFACTURER:
Mercruiser 260 HP

INDICATED HOURS:
404 hrs

THROTTLE CONTROLS:
Mechanical dual lever/cable type, at helm station.

FLAME ARRESTOR:
Yes, USCG approved.

PROPULSION

MAIN ENGINES *(Continued)*

ENGINE MOUNTS AND BED:
Adjustable vibration proof. Securely lagged to FRP encased stringers

VENTILATION:
Natural and power

BILGE BLOWERS:
12 vdc. Two (2) Atwood inline type

EXHAUST SYSTEM:
Raw water cooled with cast iron manifolds and elbows and flexible connection to cast Y pipe. Then exiting through propeller hub. Hose to pipe connections are double clamped where sighted and appear serviceable.

ENGINE ALARMS:
Low oil pressure alarm and coolant over heat alarm audible at helm station. (Tested for low oil pressure only) Appears serviceable.

ENGINE SYNCHRONIZER:
Helm mounted gauge. Operational

CONDITION AND DEFICIENCIES:
Both engines appear original and outwardly in excellent condition. All belts appeared tight and hoses double clamped where required.

SERIAL NUMBERS:

	Port	**Starboard**
Engine	0F 002942	0F 002947
Transom	0F 041596	0F 41618
Drive	0D 872620	0F 26038

COOLING SYSTEM

TYPE:
Open system

RAW WATER STRAINERS:
Design of outdrive

TRANSMISSIONS

TYPE:
Outdrive

MANUFACTURER:
Mercruiser

DRIVE TYPE:
Alpha I

FLUID LEVEL AND CONDITION:
Normal, clean. Pressure and vacuum tests performed. Results: Passed

III. SYSTEMS

PROPULSION

TRANSMISSIONS *(Continued)*

CONTROLS:
Mechanical cable and linkage. Single station found routed properly and secured with good response.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Gasoline.

MATERIAL:
.125 gauge welded 5052 aluminum rectangle. Good on accessible surfaces & at present fuel levels. No pressure test performed.

NUMBER OF TANKS:
(2) Two

TANKS CAPACITY:
Labeled 99 gal each

SECURED:
Yes, Metal straps with chafe protection. Appears serviceable.

LOCATION:
Fuel tanks are port and starboard, outboard in the main engine room.

MANUFACTURING LABEL:
Yes

FILL PIPE LOCATIONS:
Port & starboard transom

FILL PIPE GROUNDED:
Appears to be properly grounded.

FILL PIPE MATERIAL:
***A1**

Type B1 USCG approved hose. Deteriorated

FILL PIPE FITTINGS:
Fill deck fitting clearly marked as to fuel type: GAS.

HOSE CONNECTIONS, CLAMPS:
Appears serviceable and approved where sighted.

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

FUEL MANIFOLD VALVES:
Ball type valves properly marked, operable.

VENT LOCATION:
Port and starboard topsides, flame screens were sighted.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM *(Continued)*

SHUT-OFF VALVE:
At manifolds

ANTI-SIPHON VALVE:
None Sighted.

FUEL FILTERS:
Fram cartridge type at tanks. Cartridge # C1110pc

FUEL PUMP TO CARB HOSE:
Intact

NOTE:
***B1**

Port side fuel fill fitting cap lanyard missing, Starboard side disconnected

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system.

BATTERIES:
(3) starting /house.

BANKS:
Number: Two (2) banks

MAIN BATTERY SWITCHES:
Two (2) Ignition proof rotary type in engine compartment

PANEL:
Overcurrent Protection: Thermal circuit breakers. Location: At helm. Access: Good

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

ROUTING/SUPPORT:
Well supported and secured where sighted.

CHARGING SYSTEM (ALTERNATOR):
Engine mounted, working

CHARGING SYSTEM (BATTERY CHARGER):
Type: Marine grade 115 volt A.C. Location: Midships tank room.

OTHER:
Battery isolator sighted

NOTE:
Positive battery terminals are covered

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:
Number: One (1) 30 amp. Serviceable.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM) *(Continued)*

SHORE POWER:
***B2**

Cord: One (1) 50' long 30 amp. Vinyl: Yes Adapter(s): Yes. Condition: Cable ends worn and corroded

MAIN BREAKER:
Yes in the main electrical panel

BRANCH BREAKERS:
Individually switched branch breakers. Location: Main A.C. panel, main salon.

WIRE TYPE (SIZE AND RATING):
Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

ROUTING:
Well routed and supported where sighted.

OUTLETS:
Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested ok for proper polarity. GFCI (ground fault circuit interrupter) outlets sighted. Tested OK, Appear serviceable.

POLARITY:
Checked: At A.C. outlets, polarity normal.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:
Yes, one (1) Plastic.

CAPACITY:
28 gal

PUMPS:
12 vdc electric

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:
110 electric. Marine grade.

MANUFACTURER:
Attwood

CAPACITY:
6 Gal

PRESSURE RELIEF VALVE:
Yes, copper pressure relief valve built into tank.

HEAT EXCHANGER AND PLUMBING:
Engine mounted heat exchanger. Appears serviceable.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:
Wilcox Crittendon

MANUAL OR ELECTRIC TYPE:
Manual

M.S.D TYPE USCG SYSTEM:
Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

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

DISCHARGE HOSES AND CLAMPS:
Double clamped and serviceable.

MACERATOR:
No

"Y" VALVES:
Yes

SYSTEM INSTALLATION:
Good and fully functional

HOLDING TANK:
One (1) Plastic.

NOTE:
***C3**

The drain connection to the wast tank is loose and may be leaking

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Wheel steered by cable, Power assisted

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

ACTUATOR CYLINDER:
Appears serviceable.

MOUNTING:
Appeared serviceable.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Yes, Danforth style Approx 20 lbs.

RODE MATERIAL:
100' 1/2 nylon 3 braid nylon

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE *(Continued)*

RODE CONSTRUCTION:
Galvanized thimble and schackle. Appears serviceable.

WINDLASS:
Manufacturer: Good Windlass. Appears serviceable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:
Powers up

RADAR:
Powers up

DEPTH SOUNDER:
***B3**

Digital. Powered on. Operation intermittent

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:
Powers up

THRU-HULLS

THRU-HULLS:

MATERIAL:
Cast bronze

TYPE:
Single lever ball type

BONDED:
They were bonded where sighted. Appears serviceable.

OPERABLE:
Yes

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:
The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection.

FUEL, WATER AND WASTE TANKS:
Yes appear to be bonded as needed not checked by a meter.

CHECK FOR GALVANIC ISOLATOR:
None Sighted.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:
Six (6) Type II-U.S.C.G. approved. Adult

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

FIRE EXTINGUISHERS:
One (1) Type: BC Size: 1 Dated: 1997

VISUAL DISTRESS SIGNALS:
***A2**

None Sighted

SOUND DEVICES:
Yes, Electric horn. Operable

FLAME ARRESTORS:
Yes, USCG approved.

POWER EXHAUST BLOWERS:
Yes, operable.

NAVIGATION LIGHTS:
***A3**

Most lights operational. Anchor light inoperative

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

AUXILIARY SAFETY EQUIPMENT

CO DETECTORS:
None sighted. Highly recommended

SMOKE DETECTOR:
None Sighted. Highly recommended.

FUME SNIFFER ALARM SYSTEMS:
No, fume detectors. Highly recommended.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):
***A4**

Yes in engine compartment type 1301. Automatic thermal activation switch. Inspection tag is OUT OF DATE

SEARCH LIGHT:
At bow with remote at helm. Working

BILGE PUMPS

MID:
Fully operational automatic and manual

AFT:
Fully operational automatic and manual

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):
Two (2) stainless steel. One (1)on each outdrive

TRIM TABS:
Hydraulic tabs operated normally.

THRU-HULLS:
Bronze thru-hulls fittings all serviceable.

ZINCS:
All appeared serviceable

OUTDRIVES:
No damage or corrosion evident

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:
None Sighted.

CONDITION OF BOTTOM PAINT:
Bottom well painted. Condition good.

MOISTURE:
No elevated readings

PERCUSSION SOUNDING:
Percussion sounding of hull resulted in no evidence of delamination or weakness

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

***B4**

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operate within normal operating limits at all speeds.
5. Engines reached 4600 RPM at full throttle.
   Manufacturer's recommended max RPM is 4600 to 5000
6. The steering system operated normally.
7. The throttles and gear selector operated normally.
8. The transmissions cable on the port side needs adjustment
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.
11. The trim tabs operated normally.
12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

TRIAL RUN DATA

PORT ENGINE:

	RPM	TEMP	OIL	VOLTS	ALARMS
IDLE	800	170	20	14	NO
CRUISE	3200	170	40	14	NO
FULL	4600	170	40	14	NO

STARBOARD ENGINE:

	RPM	**TEMP**	**OIL**	**VOLTS**	**ALARMS**
IDLE	800	170	25	14	No
CRUISE	3200	170	40	14	No
WOT	4600	170	45	14	No

NOTE:

Both engines performed very well.
Engine performance within manufactures specifications.

III. SYSTEMS

SEATRIAL REPORT

PERFORMANCE DATA

SEATRIAL:

"Boomarang II"
4/10/2006

Weather: Clear
Wind: 10 kts
Temperature: 60 F
Sea State: Chop

DETAILS:

The speed readings below were taken from a hand held GPS.

SPEED DATA:

RPM	Knots
3200	25
4600	36

ENGINE SURVEY SUMMARY

ENGINE SURVEY

ENGINE SURVEY PERFORMED BY:

No engine survey performed

IV. FINDINGS AND RECOMMENDATIONS

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

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

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

FINDINGS	***RECOMMENDATIONS***
A.1 (PAGE 10)	
Both fuel fill hoses are deteriorated	*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.*
A.2 (PAGE 15)	
No VDS visual distress signals sighted	*Comply with USCG regulations for Visual Distress Signals.* *All vessels used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them, up to a point where a body of water is less than two miles wide, must be equipped with U.S.C.G. Approved visual distress signals. Vessels owned in the United States operating on the high seas must be equipped with U.S.C.G. Approved visual distress signals.*
A.3 (PAGE 15)	
Anchor light inoperative	*Further investigate and repair as necessary.*
A.4 (PAGE 15)	
Fixed fire suppression system. Inspection out of date	*Comply with USCG Safety Regulations. Service before next underway. Service annually*

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.1 (PAGE 11)	
Port side fuel fill fitting cap lanyard missing, Starboard side disconnected	*Further investigate and repair as necessary.*
B.2 (PAGE 12)	
Dockside electrical cord showing heavy wear and corrosion	*Replace with new 125v / 30A locking type cord*
B.3 (PAGE 14)	
Depth sounder Operation intermittent	*Investigate further and repair or renew as necessary.*
B.4 (PAGE 17)	
The transmissions cable on the port side needs adjustment	

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.1 (PAGE 6)	
Windshield vent motor operation slow.	*Further investigate and repair as necessary.*
C.2 (PAGE 7)	
Enclosure, Forward clear vinyl panel is cloudy	*Renew as necessary.*
C.3 (PAGE 13)	
The drain connection to the wast tank is loose and may be leaking	*Further investigate and repair as necessary.*

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

''EXCELLENT (BRISTOL) CONDITION'', is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

''ABOVE AVERAGE CONDITION'', has had above average care and is equipped with extra electrical and electronic gear.

''AVERAGE CONDITION'', ready for sale requiring no additional work and normally equipped for her size.

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

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

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

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

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

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 value quoted has been researched in various publications including but not limited to:
N.A.D.A Appraisal Guide, A.B.O.S., Sold Boats.Com, Power Boat Guide.

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

$ 40,000.00
Forty Thousand Dollars and Zero cents

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:

$ 180,000.00
One Hundred Eighty Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey by John Cuspilich of the "Boomarang II," for the purpose of evaluating its present condition and estimating its Fair Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **05/23/2006** and was found to be a well constructed, appointed and comfortable vessel. The vessel is well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I 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.

This report is a snap shot view of the vessel on the date and time of inspection.

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.

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

This report is submitted without prejudice and for the exclusive use and benefit of the person requesting this report.

Other persons using this report for any purpose will render this report null and void.

John Zahn
Master Marine Surveyor / USSA
Surveyor Associate / ACMS
Certified and Accredited Appraiser and Marine Surveyor / GAAMS
Member: ABYC, NFPA, MTA/NJ, SBYD

For
ALL STATES MARINE SURVEYORS
11 Pinetree Drive, Bayville, NJ 08721
(732) 269-6543

ATTENDING SURVEYOR: _____
John Zahn MMS - CMSsa

ALL STATES MARINE SURVEYORS
MASTER MARINE SURVEYOR AND APPRAISER

30 Sea Ray Weekender 1993

Boomarang II

UNITED STATES SURVEYORS ASSOCIATION-ASSOCIATION OF CERTIFIED MARINE SURVEYORS

11 Pinetree Dr. Bayville, NJ 08721
(732) 269-6543

REPORT OF MARINE SURVEY

OF THE VESSEL

"Boomarang II"

30 Sea Ray Weekender 1993

CONDUCTED BY
JOHN ZAHN MMS CMSsa

ALL STATES MARINE SURVEYORS

PREPARED EXCLUSIVELY FOR:

John Cuspilich

05/25/2006

UNITED STATES SURVEYORS ASSOCIATION-ASSOCIATION OF CERTIFIED MARINE SURVEYORS

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