



Marine Survey Report For Mr. Mickey Mouse

"2022 Scout 425 LXF "



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Marine Survey Report For Mr. Mickey Mouse

Conducted By

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Prepared For

Mr. Mickey Mouse

Date Of Survey: 7/23/2023

Report Submitted On: 7/24/2023

TABLE OF CONTENTS

23-555 2022 Scout 425 LXF	1
INTRODUCTION	1
GENERAL VESSEL INFORMATION	3
HULL, DECK & SUPERSTRUCTURE	3
ABOVE WATER LINE HULL, DECK SUPERSTRUCTURE, HARDWARE & FITTINGS	5
BELOW DRAW / MAX HEELED WATER LINE SKIN FITTINGS, MACHINERY, & FITTINGS	7
CATHODIC PROTECTION	9
HELM STATION & NAVIGATIONAL ELECTRONICS	9
CABIN INTERIOR APPOINTMENTS	11
ELECTRICAL SYSTEMS	13
OUTBOARD ENGINE(S)	17
STEERING SYSTEM	20
TANKAGE	21
SAFETY EQUIPMENT	23
Limited Trial Run	26
Findings & Recommendations	27
A: First Priority / Safety and Compliance Deficiencies	27
B: Secondary Priority / Findings Needing Timely Attention	27
C: Surveyor's General Findings, Notes And Observations	29
Value	31
Value	31

INTRODUCTION

PURPOSE/SCOPE OF SURVEY

The survey was carried out at the request of the client, Mr. Mickey Mouse, for the purpose of assessing the vessel's general condition and valuation in preparation for potential purchase. This report serves to confirm that the undersigned Marine Surveyor, representing YACHTMASTERS Marine Surveying & Consulting, LLC, conducted an inspection of the quadruple outboard fiberglass motor vessel on the specified dates referenced above.

Scope of Work:

Our scope of work includes the following components:

1. Introduction:

This section outlines the responsibilities and tasks to be performed by the marine surveyor for the inspection and survey of the vessel. The primary goal of this survey is to evaluate the vessel's condition, compliance with regulations, and overall seaworthiness.

2. Inspection Tasks:

The marine surveyor is responsible for conducting the following inspection tasks:

- a. Hull Inspection: Examine the vessel's hull for signs of damage, corrosion, or structural issues.
- b. Machinery and Equipment Inspection: Inspect all onboard machinery, engines, electrical systems, and other equipment for proper functioning and safety.
- c. Safety Equipment Check: Verify the presence and functionality of safety equipment, including life rafts, fire extinguishers, and personal flotation devices.
- d. Documentation Review: Review and verify the vessel's documentation, including registration, certificates, and maintenance records.
- e. Cargo Spaces Examination: Inspect cargo spaces for cleanliness, cargo securing arrangements, and compliance with regulations.
- f. Navigation Equipment Inspection: Check the operation of navigation systems, communication equipment, and safety alarms.

3. Compliance Assessment:

The marine surveyor will assess the vessel's compliance with relevant regulations and standards, which may include local, national, and international maritime regulations, SAMS society requirements (if applicable), and safety and environmental standards.

4. Reporting:

Upon completion of the inspection, the marine surveyor will provide a comprehensive report, including findings, observations, recommendations for repairs or maintenance, compliance status, and any supporting documentation, photographs, or diagrams.

5. Recommendations:

The marine surveyor may issue recommendations for certification, as needed, based on the vessel's condition and compliance status.

6. Follow-Up:

Subsequent follow-up inspections or verifications may be required based on the initial findings and recommendations.

7. Conclusion:

This scope of work outlines the marine surveyor's responsibilities. Any specific requirements or additional tasks should be discussed and agreed upon with the client before the survey and listed in the work agreement.

CIRCUMSTANCES OF SURVEY

Inspection Details:

The vessel was inspected while positioned on her lift, enabling an examination of the waterline hull, appendages, and machinery. All accessible compartments were entered. However, due to the presence of paneling, liner, tanks, and installed equipment, only about 20 percent of the interior surface of the hull could be observed. It's essential to note that references to bronze, aluminum, or stainless-steel metals are provided for visual identification purposes, as the precise metallurgy cannot be ascertained without

laboratory testing. Similarly, the specific materials and layup schedule for the fiberglass moldings could not be determined using the available non-destructive inspection techniques.

Limited Trial Run and Equipment Inspection:

A Limited Trial Run was conducted during which machinery and equipment were inspected while in operation unless otherwise specified. Electrical power was available and utilized for the inspection.

Deck and Superstructure Examination:

The deck and superstructure were visually examined and assessed using random percussion testing, random moisture meter readings, and thermal imaging techniques.

Below Draw Waterline Hull and Appendages:

Visual examination, random percussion testing, digital moisture meter readings, and thermal imaging were employed where applicable to inspect the hull and appendages below the waterline.

Note:

All ownership information, Hull Identification Number (HIN), and official numbers were verified against documents and confirmed on the hull. Specifications included in this report were sourced from official documents, such as USCG Documentation, state registration records, manufacturer's data, or other reference materials, and were not physically measured during the inspection.

SURVEYOR QUALIFICATIONS / STANDARDS USED

This surveyor possesses the following qualifications:

Membership in SAMS (Society of Accredited Marine Surveyors) as a Surveyor Associate.
Certification as a Standards Technician with ABYC (American Boat and Yacht Council).
A valid USCG Captain's license with a master endorsement.

Survey Standards:

Our surveys are conducted in accordance with established industry practices and guidelines, including:

Common practices for marine surveys by members of the Society of Accredited Marine Surveyors (SAMS).

Generally accepted marine survey practices.

Guidelines outlined in the mandatory standards issued by the United States Coast Guard (USCG), authorized under Title 46 United States Code (USC), Title 33, and Title 46 Code of Federal Regulations (CFR).

Additionally, the surveyor will make use of the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the standards established by the National Fire Protection Association (NFPA). It's important to note that while these standards are utilized, complete compliance with such standards cannot be guaranteed.

GENERAL VESSEL INFORMATION

DATE OF SURVEY	7/23/2023
FILE NUMBER	23-555 2022 Scout 425 LXF
CUSTOMER NAME	Mr. Mikey Mouse
CUSTOMER ADDRESS	House of the Mouse, FL OU812
INTENDED USE	Recreational
VESSEL BUILDER	Scout Boats, Inc.
HIN (HULL IDENTIFICATION NUMBER)	SLPJV006B*** A true digital photograph of the hull ID number of the referenced vessel is shown in the report. The photograph has been enhanced for the purposes of this report to provide maximum visibility.
MODEL YEAR	2022 (per Hull Identification Number)
HAILING PORT DISPLAYED	Marco Island, FL
U.S.C.G. DOCUMENTATION NUMBER	DO1319*** See Findings & Recommendations. FINDING A-1
U.S.C.G. DOCUMENTATION / VESSEL OWNER	Southern Vibe LLC
LENGTH OVERALL (LOA)	42'12" Per Manufacturer's specifications.
BEAM	13'1" Per Manufacturer's specifications.
DRAFT	28" (hull draft) Per Manufacturer's specifications.
DISPLACEMENT	19,800 lbs. Per Manufacturer's specifications.
VESSEL NAME	Southern Vibe
FUEL CAPACITY	545 Gallons Gasoline and 18 Gallons Diesel Per Manufacture.
WATER CAPACITY	66 Per Manufacturer's specifications.
HOT WATER TANK CAPACITY	6 Gallons Per Tank Label.
HOLDING TANK CAPACITY	16 Gallons Per Manufacturer's specifications.
LOCATION OF SURVEY INSPECTION	Marco Island, FL 34145
PERSONS IN ATTENDANCE DURING SURVEY	Attending the survey was Captain Frank Messana S.A. Sun Coast Marine Surveying and Consulting in addition to John Smith broker for Viage Group of Naples, and the client Mr. Mikey Mouse.

HULL, DECK & SUPERSTRUCTURE**DESIGN****HULL:**

The hull of the vessel features a planing type design with a moderately raked bow. It has a vertical profile with increasing flare forward, a straight reverse sheer, and a square stern. Molded euro-style FRP dive platforms are integrated into the stern. The bottom of the hull is characterized by a deep V design with a reported 22-degree deadrise aft. Lifting strakes are incorporated, and propulsion is provided by quadruple outboard motors.

DECK(S) & SUPERSTRUCTURE:

The vessel has a single-level deck with a centrally positioned console featuring an FRP hard top.

WATERTIGHT INTEGRITY:

The vessel's watertight integrity is as follows:

A single watertight compartment, separated into distinct cabins by seemingly non-watertight bulkheads.

An overboard self-draining anchor locker located at the forepeak.

Hatches and portholes opening to the exterior hull, weather decks, and cockpit appear to be of a watertight design (in accordance with ABYC Standards H-3). This does not apply to the companionway and cockpit locker hatches, which also appear to be watertight.

The companionway is equipped with a sill for added protection.

The cockpit features a self-draining system via scuppers positioned at the aft outboard corners of the cockpit's gutters.

HULL, DECK & SUPERSTRUCTURE

HULL CONSTRUCTION:

The vessel's hull is constructed from conventional fiberglass reinforced plastic (FRP) moldings. The core material of the hull is unknown. Below the waterline, the hull features a white gel coat exterior shell, while above the waterline, it is coated with black gel coat. Bulkheads are attached to the hull using FRP laminates.

DECK CONSTRUCTION:

The deck of the vessel incorporates an unknown core material. The exterior surfaces of the deck are coated with white gel coat. In areas designed for tread, an anti-skid texture is molded into the deck surface.

HULL-DECK JOINT:

The hull-deck joint is designed in a shoe box fashion. It is sealed using an elastomeric type of compound and secured with stainless steel fasteners and FRP tabbing wherever observed. For added protection, the joint is shielded by an external plastic rub rail featuring a stainless-steel striker molding and stainless-steel fasteners.

FINDING B-1

FINDING B-2

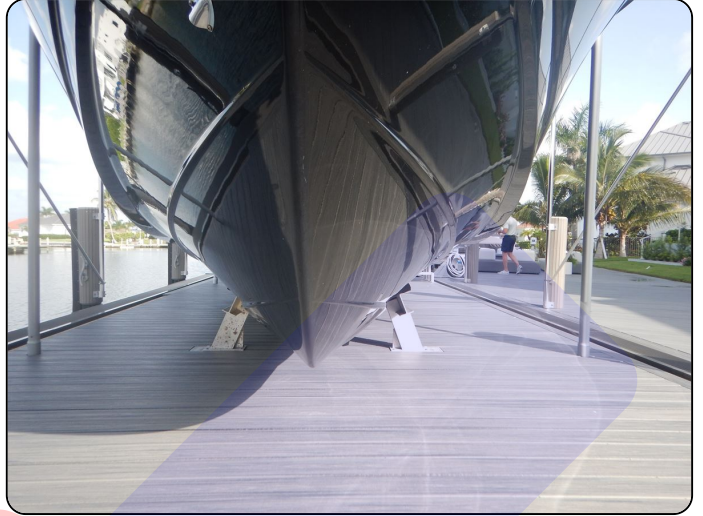
STRUCTURAL MEMBERS

The longitudinal and athwartship framing system comprised of FRP encapsulated longitudinal box stringers and frames of an unknown core material. Both stringers and frames laminated to the hull's interior along with full and partially cored bulkheads and cored floors grafted to the hull with FRP laminates and full and partially cored bulkheads secured with mechanical fasteners.

TRANSOM

Transom: The hull-deck joint is found to be well secured with no observed cracks or defects. Moisture readings indicate dry conditions, and no delamination is detected when checked with a percussion hammer.

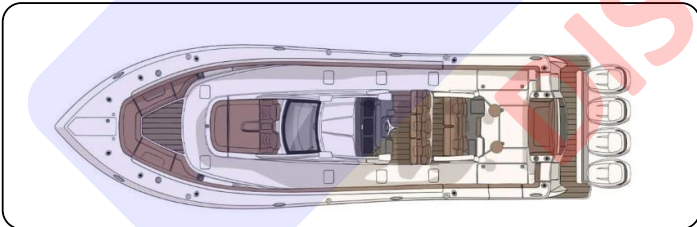




ABOVE WATER LINE HULL, DECK SUPERSTRUCTURE, HARDWARE & FITTINGS

LAYOUT OVERVIEW IMAGE

Standard Manufactures Image



DECK FLOOR PLAN

Standard manufactures deck layout with no modifications to the original design.

ANCHOR PLATFORM

Stainless steel platform with single anchor roller, well secured to the deck and roller in good condition.

TOE RAILS & STANCHIONS & LIFELINES

Molded FRP toe rail, part of deck layup, powder coated side rails mounted to the deck with stainless steel fasteners. Firmly mounted and serviceable except as otherwise noted.

MOORING HARDWARE

Polished stainless-steel pop-up cleats, firmly attached with stainless steel fasteners.

HATCHES, PORTHOLES, PORTLIGHTS, DOORS & WINDOWS

Lexan center console door and cored FRP hatches. Intact and serviceable except as otherwise noted. See Findings & Recommendations.

FINDING C-1

EXTERIOR SEATING & TABLES

The exterior seat structures were firmly mounted, and the upholstery was serviceable showing average wear and tear for age of the vessel. Power on heated seats. Motivated forward table. All functional.

COCKPIT EQUIPMENT

Helm seat/actuated wet bar with quartz style top, undermount sink with stainless faucet. Kenyon electric grill. Taco outriggers. Raw and Fresh water washdown. Aft sunshade. Isotherm icemaker. All functional when tested unless otherwise noted in the findings.

BOARDING LADDER

A stainless-steel Armstrong boarding ladder is mounted in the forward compartment. The ladder shows minimal wear and was secure when tested.

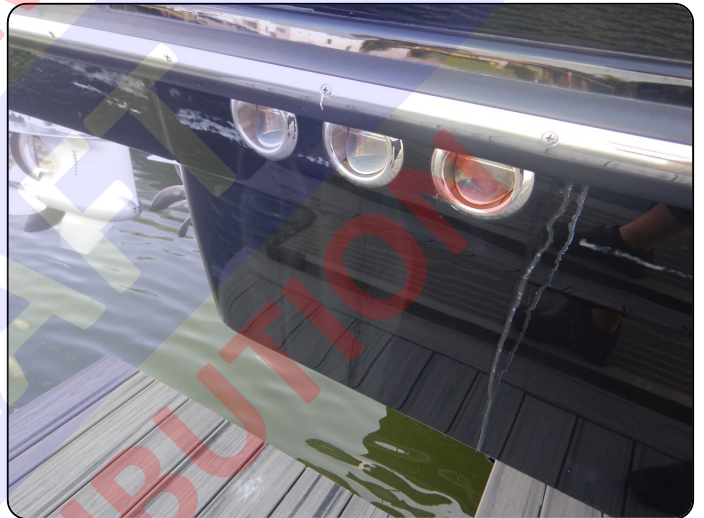
SWIM PLATFORM

Molded in FRP swim platform with the engine well. Serviceable showing moderate wear and tear from normal use except as noted in the findings.

ABOVE DRAW WATER LINE (ADWL) THRU HULLS

Stainless steel thru hull fittings, all secure and showing average wear and tear for the age of the vessel.





BELOW DRAW / MAX HEELED WATER LINE SKIN FITTINGS, MACHINERY, & FITTINGS

BELOW DRAW / MAX HEELED WATER LINE THRU HULL FITTINGS

Bronze fittings that appear to be in serviceable condition showing average wear and tear for the age of the vessel and secure.

THRU HULL STRAINERS & SCOOPS

Bronze slot style thru hull strainer covers, appear to be in serviceable condition with limited wastage.

TRANSDUCER(S)

Bronze Airmar through hull transducer along keel, functional and secured.

SEA VALVES/SEA COCK TYPE

Bronze sea cocks with mounting flanges. Valves were exercised and found to be functional. Valves feed into a fiberglass sea chest.

SEA STRAINERS

Bronze Internal strainer(s) installed. Strainers were inspected visually for cracks or any evidence of blockage. Strainers were not opened and inspected due to destructive testing restrictions. It is recommended the buyer open and inspect each strainer prior to taking delivery.

TRIM TABS

ZipWake brand trim tabs. Functional when tested.

BOW/STERN THRUSTER(S)

Side-Power. Functional when tested.

UNDERWATER LIGHTS

Stratocaster. Functional when tested.

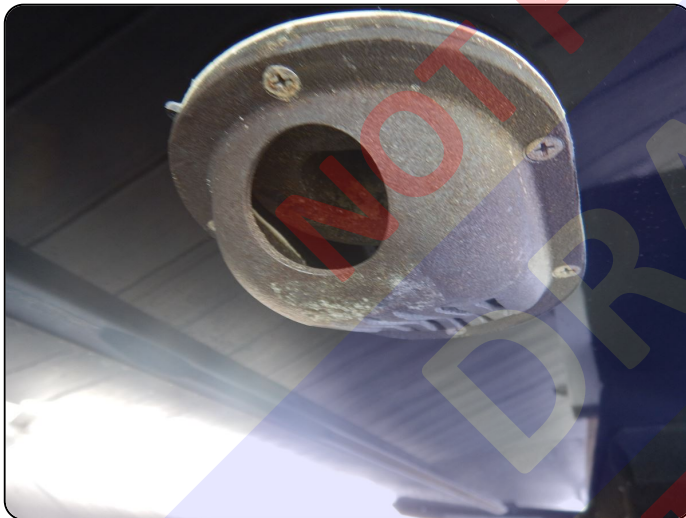
NOTE

This company suggests the sea cock/ sea valves be serviced according to the manufactures recommendations as a preventative measure upon purchasing a used vessel and thereafter as recommended by the sea cock/ sea valve manufacturer or more frequently as a part of the vessel's regular maintenance program. We also strongly recommend that if the vessel is left unattended that all below waterline sea valves be closed with the exception of scuppers, bilge pump discharge, or other valves that are required to be in the open position to prevent flooding of the vessel during inclement weather. This provides an extra measure of safety for the vessel as well as the added benefit of familiarizing the crew with safety valve locations and to exercise the valves to prevent seizure.

Moreover, if not already done so, it is strongly suggested that properly sized tapered wooden plugs be kept in the vicinity of each sea cock/sea valve/thru hull to be used as a plugging device in the case of an emergency. Finally, when renewing the vessels protective coatings, it must be kept in mind that antifouling paints containing copper or other metals must not be applied to metal fittings and/or machinery without first having an insulated coating such as underwater metal primer or epoxy barrier coat applied. Failure to do so can result in harmful galvanic corrosion damage to the fittings and/or machinery.

CONDITION & COMMENTS

In apparent serviceable condition except as noted in the Findings & Recommendations.





CATHODIC PROTECTION

BONDING SYSTEM

The bonding system was found to be using an individual green insulated bonding wire. Appeared to be serviceable were sighted except as indicated otherwise in this report. Hull zinc anode and trim tab mounted zinc anodes in good condition.

LIGHTNING PROTECTION

Lightning Protection on Vessels:

It's important to note that there are no lightning protection systems typically found on boats of this type. Few boats are originally equipped with lightning protection systems by the manufacturer. It's crucial to understand that there is no guaranteed way to ensure complete protection for both personnel and equipment in the event of a lightning strike. Nevertheless, we strongly recommend that boat owners review information on this topic, available at www.marinelightning.com, and also refer to ABYC TE_4 for additional guidance.

ADDITIONAL REMARKS

A separate bonding system survey was not performed, and a corrosion meter was not used to establish the level of protection. If a more detailed analysis is required, a complete separate bonding system survey is recommended.

NOTE

Vessel Bonding System Maintenance:

As part of the vessel's routine maintenance, it's essential to inspect the bonding system regularly. This includes checking each bonding wire for signs of corrosion and ensuring the connections maintain proper connectivity. The desired resistance for these connections should be less than one (1) Ohm.

HELM STATION & NAVIGATIONAL ELECTRONICS

HELM

Cockpit Bulkhead Electronics:

Mounted on the cockpit bulkhead are the following electronic components:

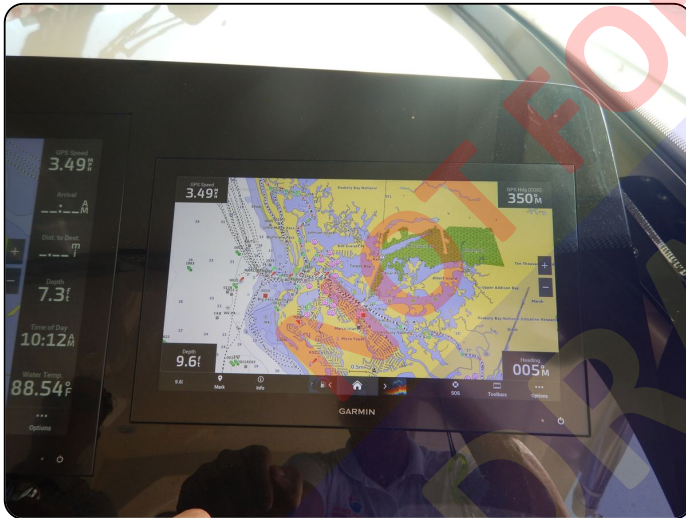
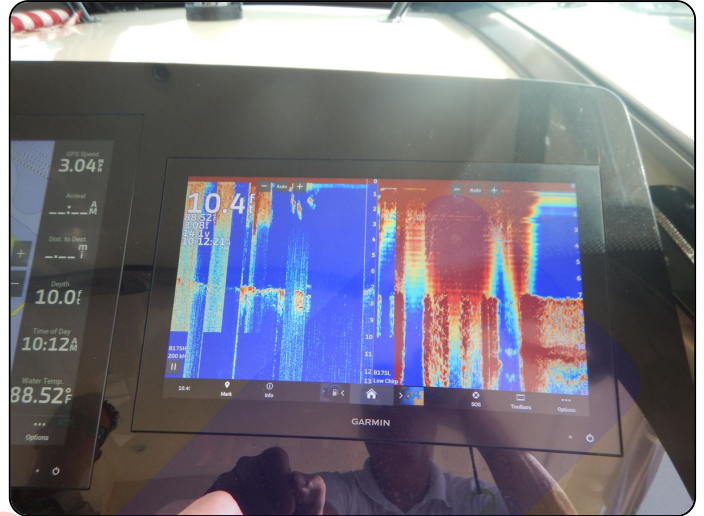
A 6" Richie compass, which is in serviceable condition. Note that the compass's accuracy was not verified.

A Garmin VHF radio, which powered up and successfully received transmissions, including those from the weather service and this surveyors' personal handheld VHF.

(3) Garmin MFD Screens with Wi-Fi Capability, equipped with navigational charts, sonar, and radar functions. These screens powered up and appeared to be functioning correctly.

A Garmin smart pilot autohelm system, which was tested during the sea trial and found to be operational.

This comprehensive list covers the electronic equipment found on the vessel and its condition.



THROTTLE & SHIFT CONTROLS

Yamaha Helm Master joystick piloting with SetPoint®. Functional.

ENGINE ROOM BLOWERS

Engine room blower(s) power up and are fully functional.

ENGINE STATUS

Yamaha Command Link digital display that was operational. Networked into the Garmin.

OTHER ELECTRONICS & CONTROLS

Spotlight Controls: Go light, functional.

Trim Tabs: ZipWake, functional when tested.

Joystick: Yamaha Helm Master, functional when tested.

Thrusters: Side-Power, functional when tested. See Findings & Recommendations.

FINDING B-3

STEREO SYSTEM

FUSION brand in-dash type (automotive style) 12VDC model MS-RA205 CD/MP3/Satellite/AM/FM digital stereo mounted at the helm with JL amps and JL cockpit speakers. System was powered on and found to be functional.

BOW & STERN THRUSTERS

Side-Power bow, functional when tested.

GYRO/STABILIZER

SeaKeeper 6. Functional.

SN: 211-2940

Hours: 290

See Findings & Recommendations

FINDING C-2

CABIN INTERIOR APPOINTMENTS

MANUFACTURES IMAGE

Standard manufacture layout, no interior changes to the original factory designed interior. Not to scale. For general information purposes only.

ENTERTAINMENT, SALON, AND BERTHING

Entertainment Equipment:

Bulkhead-mounted 120VAC flat-screen TV (Untested).

Bulkhead-mounted brand DVD player.

Fusion brand in-dash type (automotive style) 12VDC model CMD4 CD/MP3/Satellite/AM/FM digital stereo, situated in the cabin near the electrical distribution panel.

Accommodation Details:

The vessel offers a forward twin berth located below the cockpit, with sleeping accommodations for two.

All the mentioned appliances powered up during testing and appeared to function normally, showing minimal signs of wear and tear.

The berthing and entertainment provisions were assessed and found to be satisfactory for the vessel's type.

For more specific findings and recommendations related to the entertainment and accommodation features, please refer to the relevant section in the survey report.

FINDING C-3

INTERIOR LIGHTING

12VDC. Operable except as noted in the findings.

GALLEY/DINETTE & ACCESSORIES

Galley Features:

The galley is equipped with a Corian-like countertop.

It includes storage lockers, cabinets, and drawers.

Features a single molded-in sink with a flex-type drain hose secured with a hose clamp.

Equipped with a polished stainless-steel faucet.

Contains a cabinet-mounted Muave microwave, a fixed-mounted Kenyon single-burner electric stove, and a cabinet-mounted Dometic 120VAC/12VDC upright refrigerator/freezer with a door lock.

Galley Assessment:

All galley appliances and equipment operated normally and exhibited minimal exterior wear and tear.

The galley arrangement was found to be adequate for the vessel's type.

This summary provides a clear overview of the galley's features and condition.

WATER CLOSET(S)

Water Closet Features:

The water closet is constructed using a pre-molded FRP liner module with gel-coated exterior surfaces.

It includes a Corian-type counter.

The washbasin is piped with flex hose and secured with a hose clamp to a polished stainless-steel faucet.

An integrated shower stall with a drain on the sole is part of the setup.

There's a 12VDC exhaust fan for ventilation.

The water closet is equipped with a Techma brand marine head (Toilet) operating on a flush system, with reinforced hoses secured using hose clamps.

Water Closet Assessment:

All the installed equipment in the water closet operated normally and displayed minimal signs of wear and tear.

This concise summary provides an overview of the water closet's features and condition.

CLIMATE CONTROL

Air Conditioning Units:

The vessel is equipped with a Cruise Air brand 120VAC unit.

There is a forward unit located below the center console, which has a cooling capacity of 12,000 BTU.

All air conditioning units are equipped with VIMAR digital controls.

This summary provides a clear overview of the vessel's air conditioning system.





ELECTRICAL SYSTEMS

DIRECT CURRENT SYSTEM(S) TYPE

Electrical System:

The vessel is equipped with a single 12VDC system consisting of one battery bank.

(8) AGM batteries are located under the cockpit sole on the port and starboard sides and are securely mounted.

These batteries supply power to all 12V systems, including engine start batteries, the generator start battery, house electrical systems, and the anchor windlass.

Switches and Wiring:

(6) Marinco rotary switches are located under the console.

Where visible, the vessel is wired with multi-stranded copper conductors featuring plastic-type insulation. Much of the wiring appears to be in its factory-installed condition.

No indications of overheating conductor insulation were observed.

Terminals and Charging:

Terminals for splices include ring terminals, terminal plugs, spade and blade terminals, fork terminals, common butt splices, and waterproof butt splices.

Battery charging is accomplished through 12VDC alternators on each engine, the onboard generator, and shore power, utilizing (2) Chargemaster 12/50-3 battery chargers that powered up.

DC Panel and Overcurrent Protection:

The main DC panel board is located on the starboard side wall of the center console. All panels are clearly marked for voltage.

Overcurrent protection for the system is provided by a variety of in-line fuses of different types, push-button thermal reset breakers, and circuit breakers.

The vessel is equipped with the functional C-ZONE system.

Battery Age Check:

Prior to purchase, it is recommended to check all battery dates to determine if any batteries are older than 3 years. Batteries older than 3 years are suggested to be replaced.

Please note that batteries are not load-tested as part of the survey, and battery dates may not always be visible. It's important to verify this information before closing the purchase.

This summary provides an overview of the vessel's electrical system and battery setup.



ALTERNATIVE CURRENT (A.C.) SYSTEM(S)

AC Electrical System:

The vessel is equipped with a 120/240VAC Glendenning CableMaster 50-amp single-phase AC system.

The shore power connection is located on the starboard inside aft deck.

The operable main shore power circuit breaker is situated at the AC distribution panel in the center console.

All breakers on the panel are operable, and analog volt and amp gauges are installed at the power panel.

Overcurrent protection is provided through individual branch circuit breakers, in addition to the main shore power circuit breaker on the panel board.

An operable main circuit breaker is also installed at the generator, and the generator/shore power selector switch at the panelboard in the salon is an operable make-or-break type switch.

Wiring and Terminals:

The shore power system utilizes multi-stranded copper conductors with plastic-type insulation, and terminals consist of ring terminals and butt splices.

The system's wiring, as far as could be determined, did not appear to have been modified from its factory installation, and there were no indications of overheating on the visible portions of the wiring insulation.

AC Panel and Safety Features:

The AC panel board is equipped with reverse polarity indicators, which were found to be functioning.

GFCI (Ground Fault Circuit Interrupter) protected AC receptacles are installed on the vessel.

The system's impedance, voltage drop, polarity, and GFCI function were tested at each AC receptacle using a Suretester device, and they tested normal, unless indicated in the Findings & Recommendations.

Overall Assessment:

The AC electrical system, as examined without making disassemblies, was found to be in apparently good working order. This summary provides an overview of the vessel's AC electrical system and its components.

GENERATOR

Generator Details:

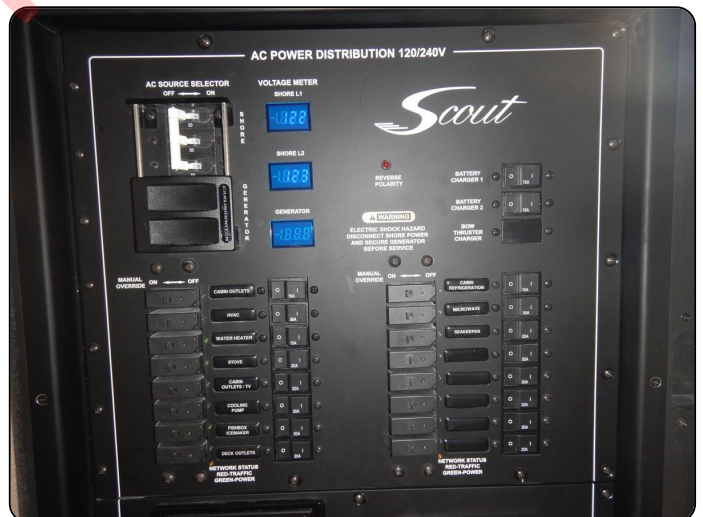
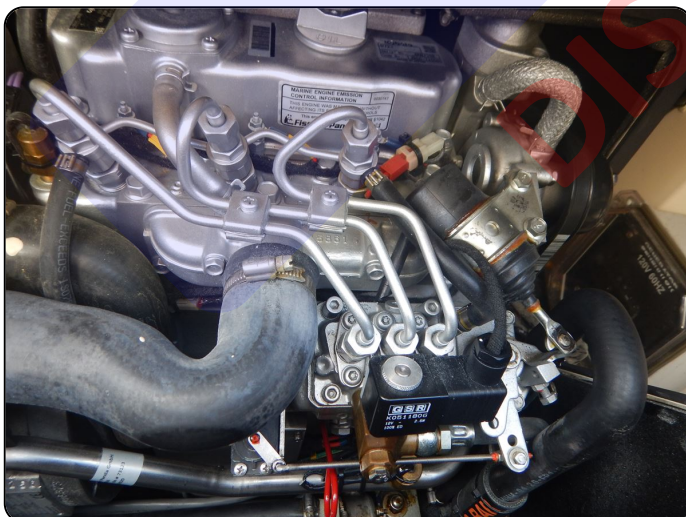
The vessel is equipped with a Fischer Panda 10KW diesel generator, which is located in the bilge room. This generator is a freshwater cooled unit, and during the inspection, coolant levels were found to be at the appropriate level. The oil level was also checked and found to be at the correct level. All hoses associated with the generator were in good serviceable condition.

Generator Performance:

During testing, the generator successfully started and functioned under a full load. It powered all air conditioning units, stove burners, and the microwave while maintaining voltage as expected. This summary provides an overview of the generator and its condition.

Serial Number: 1905323

Generator Hours: 417.7





NOT FOR
DRAFT
DISTRIBUTION

OUTBOARD ENGINE(S)

NO./TYPE/CYLINDERS

Outboard Engines:

The vessel is equipped with four Mercury 400 four-stroke outboard engines.

During the inspection, the engine mounts were found to be secure.

All tilt and trim functions were operational when tested.

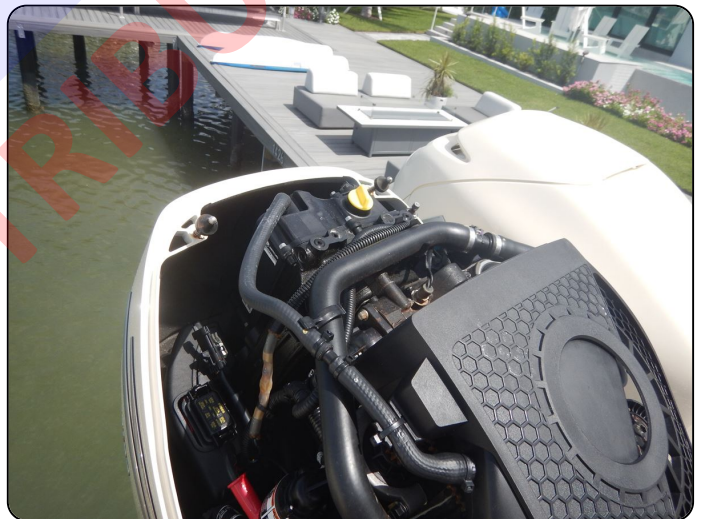
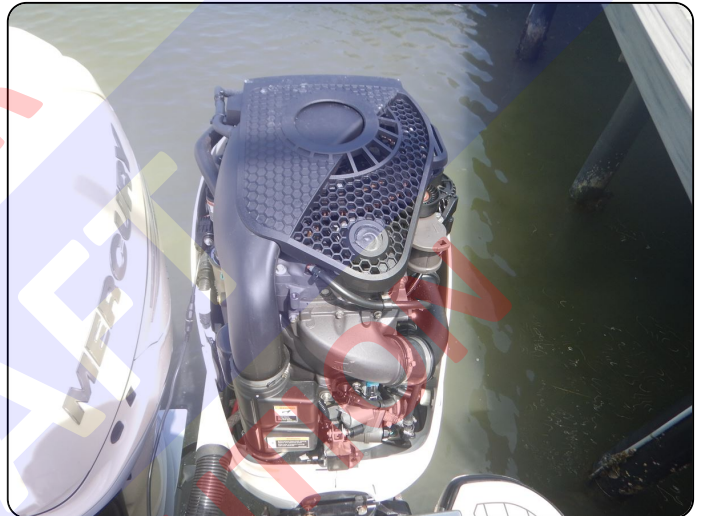
Engine fluid levels were full, and there were no indications of metal shavings or emulsified oil in the upper unit.

The cowlings of the outboard engines were in good condition, with no visible scratches or broken sides.

The props were stainless steel four-bladed Mercury REV4 props and showed no visible damage.

All skegs (the lower fin-like portion of the outboard) were in good condition.

This summary provides an overview of the vessel's outboard engines and their condition. For more specific details, please refer to the relevant section in the survey report.





SERIAL #

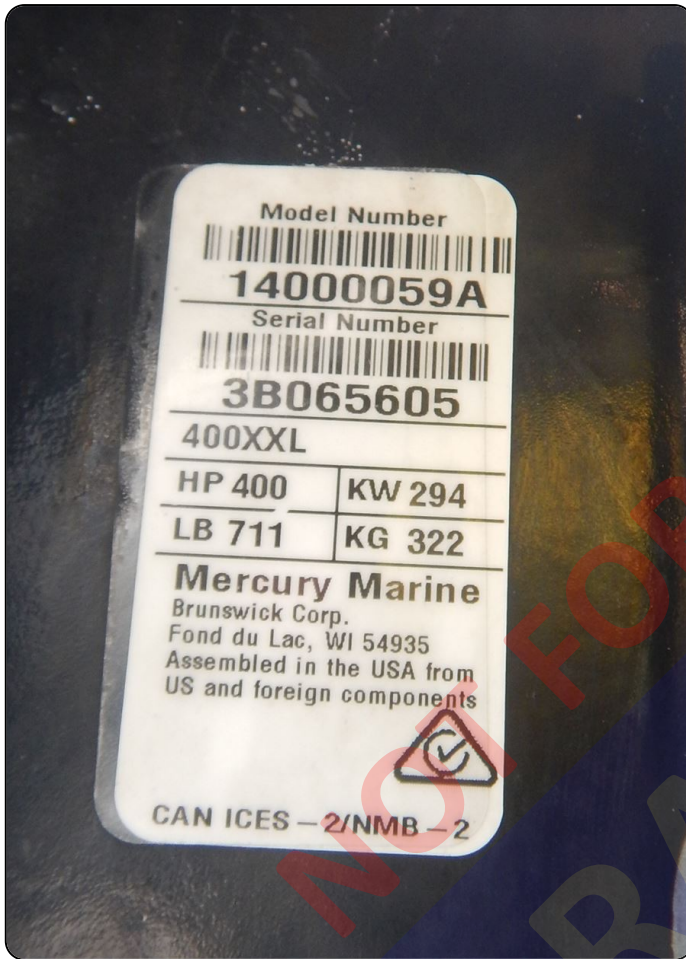
Port Engine: 3B017170

Port Center Engine: 3B065605

Starboard Center Engine: 3B065604

Starboard Engine: 3B018778





ENGINE HOURS

Port Engine Hours: 393

Port Center Engine Hours: 391

Starboard Center Engine Hours: 372

Starboard Engine Hours: 393

DISCLAIMER

Pre-Purchase Engine and Mechanical Inspections:

It is advisable, as a good practice, that when buying a used vessel, all fluids in the engine, transmission, or outdrive systems be changed, and the raw water-cooling impeller(s) be replaced.

Engine and Mechanical Expertise:

It is important to note that the attending surveyor is not specifically an engine or transmission surveyor. Therefore, it is strongly recommended that all engines and transmissions be inspected by a qualified expert engine surveyor or mechanic.

This inspection should aim to determine the internal condition and identify any necessary repairs for the engine(s), transmission gears, pumps, heat exchangers, coolers, and related components.

Engine Diagnostics Disclaimer:

In the event that engine diagnostics were performed as part of the survey, it should be understood that the surveyor is not a trained engine mechanic. Any information provided regarding the engine(s) and verification of engine hours is for informational purposes only.

It is strongly recommended to have the diagnostic information verified by a qualified engine mechanic to ensure accuracy.

YACHTMASTERS Marine Surveying & Consulting LLC does not assume liability for the information obtained or the overall health and condition of the engines, reduction gears, or outdrive(s).

This summary provides clear guidance regarding the importance of comprehensive engine and mechanical inspections by qualified experts when purchasing a used vessel.

ENGINE DIAGNOSTICS

Please reference the merged engine diagnostic report located at the end of this survey.

STEERING SYSTEM

MANUFACTURE

Mercury

STEERING SYSTEM COMPONENTS

Helm pump wheel assembly, reinforced steering system hoses, power assist, joystick, and liquid tie bar with individual internal hydraulic rams for each motor. Where visible the components were adequately mounted, and no indication of fluid leaks was noted. The system operated normally, and no evidence of damage was found on the equipment.

Note: Upon purchase of a used vessel this company suggests, the steering system is serviced according to the manufacturer's recommendations as a preventive measure and inspected regularly thereafter as part of a regular on-going maintenance program.

TANKAGE

FUEL TANK(S) & PIPING

Gasoline Fuel System:

The gasoline tanks are located below the deck, making them inaccessible and not visible during the inspection.

Continuity testing using a multimeter was not performed due to the presence of plastic necks on the fills.

Hoses and Venting:

The fill hose used for the gasoline tank is USCG approved Type A hose, and it is secured with double hose clamps where visible.

The tank is vented to a topside mounted fitting equipped with a flame screen.

The venting system uses SAE J1527 hose, secured with hose clamps.

Fuel Supply and Return Hoses:

The fuel supply and return hoses are also SAE J1527 compliant.

They are fitted with swaged mechanical fittings.

The engines are equipped with OEM type flexible fuel lines.

Additional Components:

Remote Mueller filters are integrated into the fuel system for filtration purposes.

The vessel is fitted with a diesel pony tank, which serves as an auxiliary fuel source.

This summary provides an overview of the vessel's gasoline and diesel fuel systems.

POTABLE WATER SYSTEM

Potable Water System:

The vessel's potable water system consists of a single plastic water tank secured below the cockpit sole. The tank was not visible during the inspection.

Two ShurFlo brand 12VDC on-demand water pumps are installed in the bilge to provide water pressure. These pumps functioned properly when tested.

A marine-grade Whale brand 120VAC water heater is used for heating water. The water heater is located in the cabin sole and was not visible during the inspection. However, it was found to be functional when tested.

Piping and Components:

The system's piping is made of semi-flexible polyethylene tubing with compression fittings.

Reinforced vinyl-type hose sections are also used and are secured with hose clamps.

The overall potable water system is operational.

This summary provides an overview of the vessel's potable water system and its components.

FINDING C-4

HOLDING TANK(S)-BLACK WATER

Sanitation System Components:

- The vessel is equipped with one Techma brand 12VDC Flush system, which is located in the bilge below the cabin sole.
- An operable 12VDC macerator is also installed forward of the holding tank.
- The holding tank itself is made of plastic and is situated in the midship bilge.

Plumbing and Components:

- The system's plumbing consists of polyethylene semi-flexible tubing with compression fittings at the flushing side.
- On the discharge side, PVC fittings and reinforced sanitation-type hose are used, secured with hose clamps.

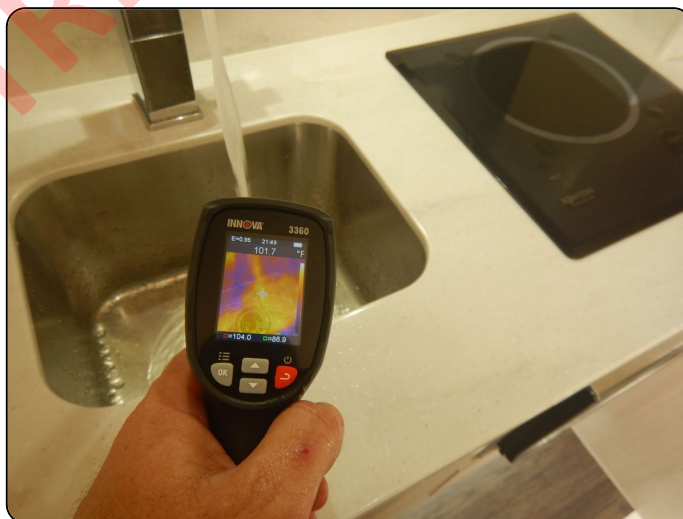
Odor and Condition:

During the inspection, odors related to waste were noted within the confined spaces of the vessel, however, the sanitation system was operable.

The visible portions of the holding tank, as well as the port side plastic vacuum reservoir, were found to be intact.

No active leaks were observed in the visible portions of the system's components.

This summary provides an overview of the vessel's sanitation system and its components.



SAFETY EQUIPMENT

NAVIGATIONAL LIGHTS

All Navigation lights are fully operational.



LIFE JACKETS (P.F.D,'S)

The following USCG approved life jackets were sighted on board:

(8) U.S.C.G. Type II All appear to be in serviceable condition showing minimal wear and tear.

THROWABLE TYPE P.F.D.

The type of USCG approved throwable PFD devices sighted were:

(1) USCG approved Ring buoy(s) All appear to be in good condition showing average wear and tear for the age of the vessel.



VISUAL DISTRESS SIGNALS

Handheld smoke signals that are current.

SOUND DEVICES

12Vdc air horn, functional.

U.S.C.G. PLACARDS

Both USCG mandated placards (Oil & Garbage) are properly posted.

ENGINE VENTILATION

Power exhaust ventilation blower(s) are installed and fully operational.

IGNITION PROTECTION

Yes - all electrical equipment sighted in the engine space appears to be OEM / Ignition protected equipment.

INLAND NAVIGATIONAL RULE BOOK

See Findings & Recommendations.

FINDING A-2

FIRE FIGHTING EQUIPMENT

Type I portable extinguishers were sighted in the following locations:

(3) Type I Fire-Boy extinguishers were sighted on the vessel in the galley, aft port quart, and near genset. Have portable fire extinguishers inspected per manufacturers specifications.



BILGE PUMPS

Aft Bilge: (2) Rule 2000 GPH, functional when tested.

Midship Bilge: (1) Rule 1100 GPH, functional when tested.

Sump Tanks: Rule 500 GPH, functional when tested.

See Findings & Recommendations:

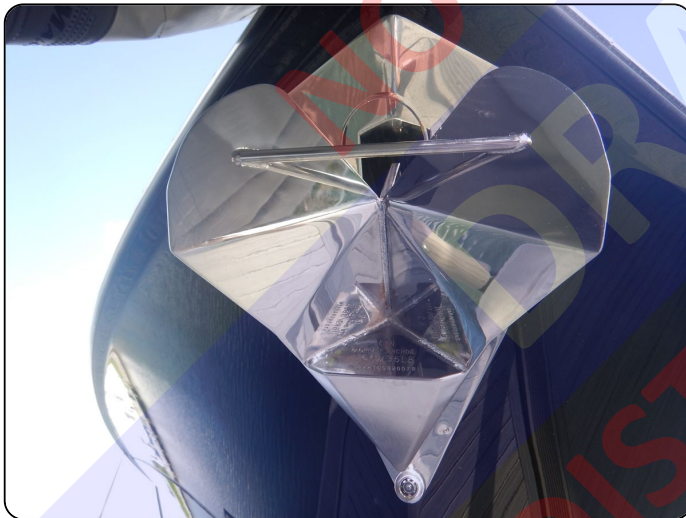


GROUND TACKLE & WINDLASS

(The anchor rodes were inspected as stored without ranging)

Primary: A polished stainless steel Lewmar Delta style anchor is mounted at the anchor platform with an undetermined length of raw chain and considered serviceable other than noted in the Findings & Recommendations, showing moderate wear and wastage.

Windlass: A Lewmar windlass is mounted on the platform and was functional using both the helm and the bow foot controls.



CO/FIRE DETECTORS

Carbon Monoxide (CO) Safety:

- During the burning of any fuels, including those used in propulsion systems, cabin heaters, stoves, or nearby boats running generators, Carbon Monoxide (CO) gas may be created due to incomplete combustion.
- Adequate ventilation must be provided at all times while using these fuels to prevent CO buildup.
- CO can also be drawn into the cabin through ventilation systems, especially in boats running air conditioning.
- CO is a silent and deadly gas that poses a serious threat. It can be lethal without warning.
- Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended for safety.
- Fireboy-Xintex CO detectors were found in the cabin and were functional, contributing to onboard safety.

This summary emphasizes the critical importance of CO safety and the presence of functional CO detectors on the vessel.

LIMITED TRIAL RUN

OBSERVATIONS

A formal Trial Run was conducted on 7/23/2023. Weather conditions were sunny skies, a temperature of approximately 91°F and a heavy chop on the waterway. The vessel was operated by the seller's broker. The total operational time considered sea trialing was from 10:50 AM and completed at 11:25 AM. Total Trial Run time was approximately 35 minutes.

The vessel responded to throttle and helm manipulation in a normal and predictable manner and visibility from the helm considered adequate for the vessels type. All observed engine temperatures, oil pressures and RPMs as per the vessel's gauges appeared to operate at acceptable temperature ranges and pressure ranges.

STATISTICS:

Indicated engine wide open throttle speed (WOT): 6150 RPM Port, 6150 RPM Port Center, Starboard Center, and 6200 RPM Starboard which resulted in a speed over ground of 57.4 mph. Max RPM for the engines is 6400 RPM.

Indicated engine temperature: 156-degree Port, 153-degree Port Center, 155-Starboard Center, and 153-degree Starboard.

Indicated oil pressure: 64.5 PSI Port, 67.1 PSI Port Center, 62.1 PSI Starboard Center, and 64.8 PSI Starboard.

Indicated battery voltage: 13.9 Volts Port, 14.1 Volts Port Center, 14.1 Volts Starboard Center, and 13.9 Volts Starboard



FINDINGS & RECOMMENDATIONS

The Findings & Recommendations section is only one section of the "2022 Scout 425 LXF " survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with od marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 U.S.C.G. DOCUMENTATION NUMBER

USCG Document number not properly displayed.

RECOMMENDATION

The official number assigned to documented vessels, preceded by the abbreviation "NO." must be marked in block-type Arabic numerals at least three inches high on some clearly visible interior structural part of the hull. The number must be permanently affixed so that alteration, removal, or replacement would be obvious and cause some scarring or damage to the surrounding hull area.

The name and hailing port of a recreational vessel must be marked together on some clearly visible exterior part of the hull. The vessel name of a commercial vessel must also be marked on the port and starboard bow and the vessel name and the hailing port must also be marked on the stern. All markings may be made by any means and materials that result in durable markings and must be at least four inches in height, made in clearly legible letters of the Latin alphabet or Arabic or Roman numerals. The "hailing port" must include both a place and a State, Territory, or possession of in the United States. The state may be abbreviated.

FINDING A-2 INLAND NAVIGATIONAL RULE BOOK

A copy of the Inland Navigational Rules was not sighted as required for vessels over 39'4" (12M) or longer.

RECOMMENDATION

Obtain a copy of the Inland Navigation Rules and be familiar with its contents. Keep rule book on board vessel to comply with USCG regulations and to avoid a potential fine.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 HULL, DECK & SUPERSTRUCTURE

Gelcoat damage along keel from recreational beaching and or lift.

RECOMMENDATION

Investigate further with qualified fiberglass repair specialist and repair as indicated. Repair gelcoat damage if desired.

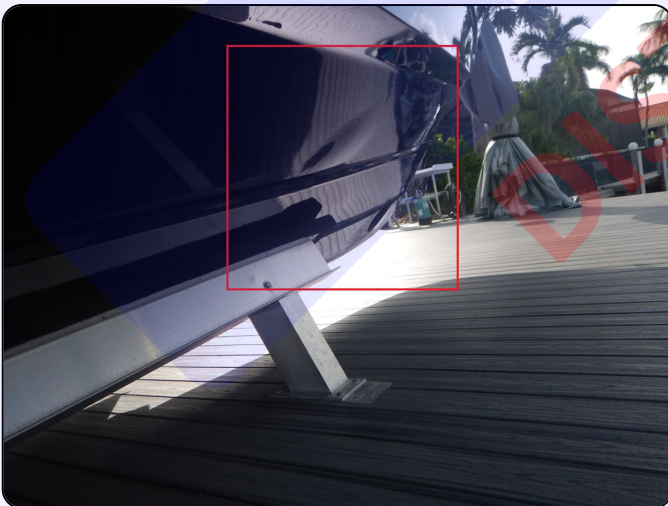


FINDING B-2 HULL, DECK & SUPERSTRUCTURE

Percussion sounding displayed results consistent with delamination and/or core saturation starboard forward running surface.

RECOMMENDATION

Investigate further with qualified fiberglass repair specialist and repair as indicated.



FINDINGS & RECOMMENDATIONS

FINDING B-3 OTHER ELECTRONICS & CONTROLS

Portside antenna button OOS.

RECOMMENDATION

Investigate further and repair as indicated.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 HATCHES, PORTHOLES, PORTLIGHTS, DOORS & WINDOWS

Latch hasp on bunny pad needs adjustment.

RECOMMENDATION

Investigate further.

FINDING C-2 GYRO/STABILIZER

SeaKeeper demonstrating a slightly elevated noise while de-spooling.

RECOMMENDATION

Out of abundance of caution, consider sharing video attached to this email.

FINDING C-3 ENTERTAINMENT, SALON, AND BERTHING

Grab rail for gangway coming into the center console is loose.

RECOMMENDATION

Investigate further.

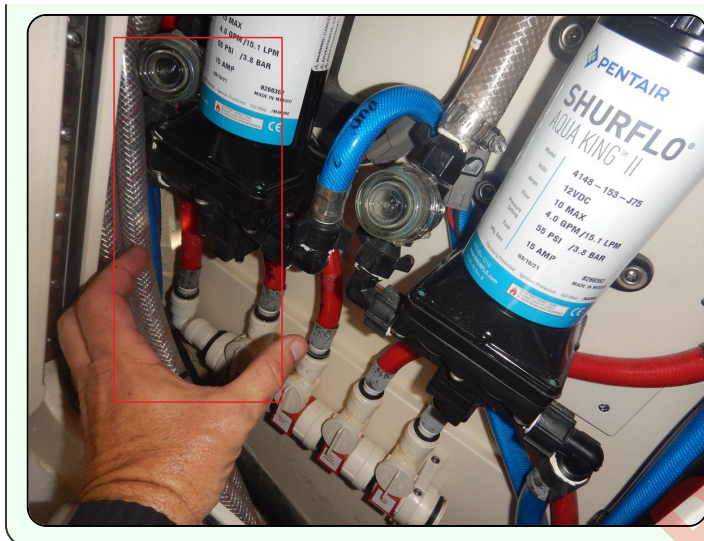


FINDING C-4 POTABLE WATER SYSTEM

Fitting or hose leaking when system is in use.

RECOMMENDATION

Investigate further and repair as indicated.



NOT FOR
DRAFT
DISTRIBUTION

VALUE

CONDITION & VALUATION

CONCLUSION:

Insofar as could be determined by general examination without making removals to expose concealed parts, the vessel was considered to be in good overall general condition, and it is my considered opinion that upon compliance with the recommendations stated above, it would be in satisfactory condition for the intended use of its designer and builder.

VALUATION:

The definition of "Fair Market Value" as used in this report is that as issued by the Machinery & Technical Specialties of the American Society of Appraisers-July 25, 2010.

The "Fair Market Value" "is, "an opinion, expressed in terms of money, at which a property would change hands between a willing buyer and a willing seller, neither under any compulsion to buy or sell, and both having a reasonable knowledge of relevant facts, as of a specific date." Implicit in this definition is the consummation of a sale as of a specified date and of 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 acting in what they consider their own best interest.
- c. A reasonable amount of time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in US 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 valuation offered in this report is based on the vessel's apparent condition on the date of the survey and assumes that the vessel's engines and/or other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, of the future useful life of engines or machinery described herein. Valuations are developed by using some or all of the following resources; commercially published used boat price guides (BUC, NADA, Boats & Harbors, Soldboats.com, Yacht World, etc.), commonly accepted Marine depreciation schedules, and consultations with knowledgeable boat brokers not involved with this specific transaction. 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 or comparable vessel with the same equipment.

A. Comparable Sales Market Approach:

1. The current NADA provides a value range of: \$1,026,900.00
2. The current BUC ValuePro provides a value range for an average condition of approx. \$1,386,500.00

3. The following were the verified sales found of the same make, model and year vessel between Jan. 2021-Jul. 2023 found on SoldBoats.

- a. Vessel Year: 2022 Location: FL Sold Date: 05/23 Listing Price: \$1,299,000.00 Sale Price: \$1,225,000.00
- b. Vessel Year: 2022 Location: FL Sold Date: 12/22 Listing Price: \$1,249,000.00 Sale Price: \$1,200,000.00
- c. Vessel Year: 2022 Location: FL Sold Date: 04/22 Listing Price: \$1,395,000.00 Sale Price: \$1,325,000.00

4. The following was the only active listing found of the same make, model and within one model year vessel found on Yacht World.

- a. Vessel Year: 2022 Location: FL Listing Price: \$1,199,000.00

5. Calculations:

- a. NADA Average: \$1,026,900.00
- b. BUC Book Average: \$1,386,500.00
- c. Sold Boats Average: \$1,250,000.00
- d. Yacht World Avg: \$1,199,000.00
- Average Valuation: \$1,215,500.00

B. Cost Approach Method:

If the Cost Method of appraisal is considered using the Martin Scale with research indicating the same make and model vessel would now cost \$1,300,000.00 new, this 1-year-old vessel in 2023 would be worth approximately \$1,235,000.00. Based upon the Soldboats, BUC and NADA data the Cost Approach Method of appraisal is not considered the most accurate. We will, therefore, rely on the Comparable Sales/Market Approach Method. Therefore, consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel the:

Estimated Fair Market Value is: \$1,250,000.00

Estimated Replacement Cost is: \$1,300,000.00 (Per manufacturer research)

SURVEYOR CERTIFICATION

Acting on behalf of YACHTMASTERS Marine Surveying & Consulting, LLC, the undersigned surveyor certifies that to the best of his or her knowledge and belief: I have made a personal inspection of the property that is the subject of this report. The statements of fact in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions at the time of inspection and are my personal, impartial and unbiased professional analyses, opinions and conclusions. I have not performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the one-year period immediately preceding acceptance of this assignment. I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved. I have no bias with respect to the property that is the subject of this report or to the parties involved with the assignment. My engagement in this assignment was not contingent upon developing or reporting predetermined results. My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client or seller, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the report content including the appraisal. No one provided significant appraisal assistance to me.

REPORT SUBMITTED WITHOUT PREJUDICE

YACHTMASTERS Marine Surveying and Consulting LLC on 7/24/2023

By:

Captain Frank D. Messana, SAMS-Surveyor Associate / USCG Captain-Master / Towing Endorsement

