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Jerry Mezannoti
381 Bellam Parkway
Atlantic City, NJ 13433

September 4, 2018

Re: 2007 Hydra-Sports Vector 2900 VX



Dear Mr. Mezannoti,

This letter reports the results of a survey of the above vessel which was inspected while hauled and afloat on the 4th of September 2018, at Brewers Marina in Warwick, Rhode Island. You requested the inspection to establish its condition and value.

The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of its hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines and



reduction gears. In order to make a proper inspection of these important components, they must be brought up to operating temperature and run under a load at RPM for a period of time. Inspection and operation of the engines was not done. Please note that the stringers and many internal wood components have no access and could not be inspected as they are well secured below deck.

General

The vessel was built by HYDRA-SPORTS, of VONORE, TN in 2007. The hull number is GHYVMA35A707. The length is 29' 8", the beam is 9' 8" and the draft is approximately 1' 10". The displacement is approximately 8,300 pounds. The motor numbers are: 6CE-1022943 and 6CE-1030793.



Hull and Structures

The hull is a fiberglass composite structure reinforced with various fiberglass material, resins, and core materials in a modified deep Vee configuration. The bottom was sounded with a metal mallet and is secure. The freeboard finish is a dark blue plastic finish, and in very good condition with only a few minor abrasions. I was unable to locate any delamination or separating of glass, including the engine gear compartment. The bulkhead and stringer tabbing through out is matt and cloth and properly installed, as can be inspected. The inside surface of the laminate has been painted with an epoxy finish. No hull stress situations were observed. The topside and deck surface finish is white gelcoat also with no voids, and just a few minor mars and scratches. The forward



deck escape hatch is tight to the weather. The stainless bow pulpit is secure. There is an inner liner throughout the vessel which comprises the view of the interior and this gel coated fiberglass liner is also in Bristol condition. It is obvious that this vessel has had no abuse. The spaces, compartments, and voids, between the hull and inner liner are epoxy coated. These areas are in need of cleaning, but are in good structural condition. The windshield is in good condition and well secured and supporting structures are in good shape. The manual to hydraulic steering apparatus is in good condition, although a bit stiff for power steering. All of the rails and cleats are properly secured

and constructed of stainless. The navigation lights comply with CFR regulations.

Cockpit and Operating Station

The cockpit is equipped with a stainless supported hard top and full enclosure. The supporting structure and top are in excellent condition. The structure is properly backed at the attachment points. The wheel, gauges and controls are in good shape. The cockpit area is clean and the finish is in unusually good condition. The vinyl upholstery, including the bolstering, is also in good condition. The control panel and switches appear in lightly used condition. The fuel fill is properly installed and marked. There are a variety of wells and lockers built in, all are in good condition. The electric single burner stove appears in lightly used condition.

Main Cabin



The main cabin houses the V-berth, aft berth, mini galley, and head. This area is spacious, nicely finished and in Bristol condition. The AC/DC refrigerator is in working condition on the DC side. The moulded Corian counter top is in good shape. The interior trim has a well maintained finish. The upholstered sections and joiner work show good care and maintenance. The vinyl head liner is in very good shape.

Lighting is good throughout the vessel. The main salon dinette converts to sleep two. The sole is in good shape, secure in good condition. The stainless trimmed ports and companionway slider are in good condition. Ventilation to this area is adequate. The lockers in the galley are in good shape. All of the interior joiner work is in good shape with a well maintained finish. The main cabin, overall, is in excellent condition.

V-Berth and Aft Berth



The V-Berth is located beneath the forward deck. This area will sleep two. The V-berth area is clean and nicely upholstered. There is adequate lighting and ventilation in this area. Also, housed in the V-berth area are several lockers and storage. The aft berth area, located under the operators station, is also in good condition. The plastic potable water tank is located beneath the berth and is in good condition.

The Head



The head is a multi piece fiberglass enclosure which forms part of the inner liner. It is properly secured to the hull and forms an integral part of the hull unit. It houses a VaccuFlush - electric toilet, hand wash basin, and shower gear. The head

area is in excellent condition. The electric marine toilet is functional but the macerator was not tested.



Propulsion

Propulsion is by a pair of counter rotating 2015 300 hp Four Stroke Yamaha outboard engines.

According to the computer print out the engines have less than two hundred hours of operation logged.

The transom is sturdy and the engines are properly attached. Original equipment is in place and it does not appear that modifications have been made to the supporting structure.

The engine gear compartment, adjacent to the transom, houses, pumps, fuel filters, and other mechanical equipment. This compartment is in need of cleaning. All battery positive terminals should be protected from shorting.

Fuel supply

The fuel tanks (there are two) can not be inspected as they are secured below the cockpit deck. They are well secured and grounded, as are the related fills and vents. There are fuel shut-

off valve on the feed line feed.



Aft mechanical space

The photo above show the aft mechanical space. This area has not been well maintained and needs service and a check by the yard of all components, hoses and devices, and then a good cleaning.



Electrical

There is minimal wiring. It is protected and secure except for the batteries and the ground system. All navigational electronics checked was checked out as operational, except for the Auto Pilot. GFI circuit was not operational. There is a converter installed that did not turn on. The DC ground system is functional. There is no isolation transformer installed. For the most part the wiring appears in original condition. The AC ground is a closed loop system but could not be proved as the converter would not turn on and the CGI circuit was inoperative.

Safety and Signalling Equipment

Proper signaling flares, a throw ring, and first aid kit were not on board on board. Adequate PFD's and proper backup ground tackle are not on board.

"In water test"

After the static inspections were complete, the engines were started and we navigated from the marina toward the test run area. The engines started effortlessly and idled properly. No vibration or unusual exhaust was noted. Full RPM's were reached. The mechanical controls operated smoothly. Engine temperatures were noted as according to specifications. Alternator output was indicated at thirteen, plus volts on both engines. The plotter, radar, compass, and depth finder were working properly. Steering gear worked properly, a bit stiff for power steering. The anchor windlass was functional.

The potable water heater was not checked on ths AC side. The control station tachometers were functioning properly as were all other engine gauges, temperature and RPM's. Overall, the results from the in water test were favorable.



Boat Detail Sheet from "BUC" International

*HYDRA-SPORTS, VONORE, TN (MIC: MHB,GHY,HSX)
DIV OF MASTERCRAFT BOATS*

*Model Year 2007 Hull Material Fiberglass
Model VECTOR 2900 EXP Hull Configuration Semi Vee (Modified Vee)*

Length Overall 29' 8" Draft 1' 10"

Length On Deck Beam 9' 8"

Boat Type Cuddy | Hard Top Weight 8300 lbs.

*Engine Type (2) 2015 YAMAHA MOTOR CORPORATION F300XCA
300hp Engines*

Change Remove Ballast

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$55,000-\$60,400

115th edition. (does not include outboard)

Fair Market Value Adjusted for Better Condition in the North Atlantic

\$62,100-\$68,300 (does not include outboard)

2 YAMAHA MOTOR CORPORATION F300XCA

300hp Engines \$39,790 Change Remove

*Total Adjusted Market Value Range **\$101,890-\$108,090***

Replacement Value \$164,500 (does not include outboard)

All prices in US Dollars.



Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete

Electrical

2. AC/DC Isolation.....Isolation system is not installed, GFCI not working
3. AC/DC ground system.... DC ground in accordance with ABYC standards.
AC ground is in accordance with ABYC standards (closed loop system)
4. DC control panel..... original, DC wiring is original stranded copper with original harnessing in place.
5. AC control panel.....original, DC wiring is original stranded copper with original harnessing in place.

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber reinforced line, may be original, should be serviced
- 6a. Fuel line shut-off valve..... ..not observed
7. Fuel tank..... As can be inspected, look good
- 7b. CO detection devices.....not observed

Propulsion system

8. Carburetor back fire flame arresters.....NA
9. Exhaust system....NA
10. Engine mounts..... secure
11. Engine shaft logs..... NA

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....NA
12. Rudder shaft logs.... NA
13. Rudder quadrant.....NA
14. Steering gear and engine controls.... operational, good condition
15. Overboard fittings..... all bronze fittings below the water line, working condition
16. Backup ground tackle.....Not observed

The photos at right indicate a very clean, undamaged cockpit area. The heavy duty, well secured hard top with complete enclosure and related hardware is in very good condition.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel. Despite the items listed in the recommendations as your broker claims the seller is going to fix the items that are mentioned the value listed below will be accurate once these items are addressed..

This vessel is in overall very good condition, and considering the new engines and her value would be approximately \$100,000.00 in todays market.

Recommendations: Insure that a complete Coast Guard Safety and Signalling package is aboard. Protect all batteries from shorting. Replace batteries as necessary. The 120 volt system is partially disassembled and did not check out. The Auto Pilot did not work. Add backup ground tackle. The air conditioner/heat system did not work, The water heater could not be checked out on the AC side. Have the yard check out the utility hoses as many are in need of service, note photos on page four. There was a serious septic odor in the head indicating a possible hose leak. The macerator could not be tested. The windscreen zipper needs service. Power steering is a bit stiff.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

