

JAMES CROSS, Certified Marine Surveyor

19 Nooseneck Hill Rd., West Greenwich, RI 02817

Phone (401) 397-5040

Member Association of Certified Marine Surveyors//ACMS-WorldWide.org

Check us out on the web at www.jimcross.net



May 30, 2013

Re: 2004 Rosborough RF 246' Wheelhouse

Dear Mr. Buyer,

This letter reports the results of a survey of the above vessel which was inspected while hauled and during a sea trial on the 28th of May, 2013 at Lynch's Marina in Saugerties, New York. 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. The values guidelines are the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a visual inspection of accessible portions of the 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. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational.



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 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 engine was not limited.

General

The vessel was built by ROSBOROUGH BOATS LTD, BEECHVILLE, NS, CANADA in 2004. Molded into the hull at the transom is the hull ID number (ZRL25357F404). Pertinent dimensions of the vessel are: The hull length is 25', the beam is 8' 6", and the draft is approximately 2'. The displacement is approximately 6,200 pounds. The engine number is 63P X 1016602.



Hull and structures

The hull is a hand laid-up polyester laminate reinforced with fiberglass matt and woven roving in a modified Vee with keel configuration. The hull is structurally secure. The free-board finish is the original white gelcoat with teak and rubber trim, and is in good condition, overall, with just a few minor mars and scratches. I was unable to locate any delamination or separating of

glass, including the engine fiberglass bracket. The bottom was percussion sounded and found to be in good, solid condition. No soft spots were noted. The bulkheads and stringer tabbing through out is roving and matt and properly installed. The stringers could not be inspected as the entire area below the work deck is secured. The entire inside surface of the laminate has been painted with an epoxy finish. No serious hull stress situations were observed. The topside (deck is reinforced) is also white gelcoat

and in good condition. The toe rail is also in good shape. All of the deck hardware including the pilot house is properly backed and secure. The stainless bow pulpit is secure. The deck house ports are in good condition and secure.



Work Deck and Cockpit

The cockpit area (work deck), is self bailing through aft scuppers. The deck is reinforced fiberglass over plywood. The deck of the cockpit is free from any structural problems.

A large bait/fish live well is properly secured forward of the transom. A small deck hatch allow minimal inspection of the aluminum fuel tank.

The cockpit is equipped with a salt water power wash down. The batteries are properly boxed and secure.

Operating station

The operating station is well designed. The Ritchie compass is accurate on its present bearing. The throttle operates smoothly. The shift and hydraulic steering are also smooth operating. The engine controls and cables are in good condition. The antennas are properly secured.

Cuddy cabin

The V-Berth is located beneath the forward deck. This area will sleep two. This space is used for work related gear and sleeping. There is rode storage at the forepeak. The deck hatch to this area is secure. There is proper ventilation to the main cabin area through vents and ports. This area is in good condition. Storage areas are more than adequate through out the vessel. There is no water heater installed.



Propulsion

Propulsion is by a single 2005 Yamaha four cylinder 150 HP four stroke outboard engines with standard propeller. Visual inspection of the engines, oil, and related connections show no signs of abuse.

There is one approved high capacity bilge pump installed. The fuel fill and vents are in good condition. There are fuel filter/water separators installed. There are proper fuel shut-off valves on the feed line. The fuel lines are in good shape. The shut-off is in good working order. There are no traces of oil or any debris in the bilge, and the bilge is clean overall.



There is an estimated 150 feet of 5/16 "galvanized chain and then to a properly sized plow anchor. This rode arrangement is acceptable. No backup ground tackle was noted. Adequate lines are on board. A complete Coast Guard Safety and Signalling package is not aboard. Communication and electronics equipment all checked out to be operational. Two 10 Kidde fire extinguishers are installed. The electrical systems checked out fine. Four batteries appear to be recent upgrades.

Item Specific List

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

Electrical

2. AC/DC Isolation..... OK
3. AC/DC ground system..... DC ground in accordance with ABYC standards.
4. DC control panel..... original, at control station, well maintained. DC wiring is original stranded copper with original harnessing in place.
5. AC control panel..... NA

Fuel system

6. Fuel lines.... Flex line, in original condition, properly secured, US Coast Guard approved type rubber line.
- 6a. Fuel line shut-off valve.....NA
7. Fuel tank.....well secured, sections that can be observed are in good, clean condition.
- 7a. Propane, CNG, Alcohol.....NA

Propulsion system

8. Carburetor back fire flame arrester..... NA
9. Exhaust system.....NA
- 9a. Exhaust system risers.....NA
10. Engine mount..... secure
11. Engine shaft logs....NA

Hull and Mechanical systems

- 11a. Engine compartment ventilation.....NA
12. Rudder shaft logs....NA
13. Rudder tower....NA
14. Steering gear and controls....Hydraulic and manual, lines and hardware are original and are in good condition
15. Overboard fittings.....OK
16. Backup ground tackle..... none observed

"BUC BOOK" Boat Detail Sheet

ROSBOROUGH BOATS LTD, BEECHVILLE, NS, CANADA (MIC: ZRL)

Model Year 2004 Hull Material Fiberglass

Model RF-246 WHEELHOUSE Hull Configuration Displacement

Length Overall 25' Draft 2'

Length On Deck Beam 8' 6"

Boat Type Cabin Cruiser Weight 5400 lbs.

*Engine Type (1) 2005 YAMAHA MOTOR CORPORATION 150 2.6L
150hp Engine*

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 \$33,600-\$37,300

104th edition.

Fair Market Value Adjusted for Bristol Condition in the North Atlantic

\$41,000-\$45,500

1 YAMAHA MOTOR CORPORATION 150 2.6L

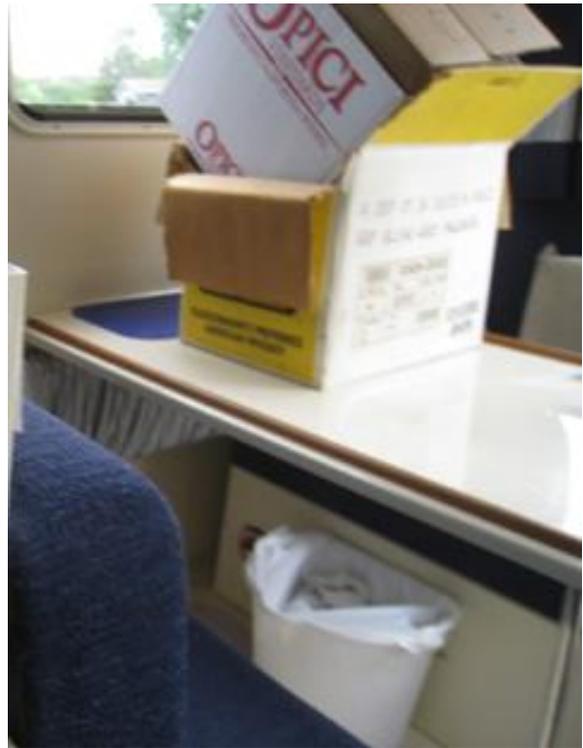
150hp Engine \$5,276 Change Remove

Trailer Value \$3,625 Change Remove

Total Adjusted Market Value Range \$49,901-\$54,401

Replacement Value \$76,200 (does not include outboard or trailer)

Other Photos Page



Sea trial

The sea trial went well. Everything operated as it should have. Maximum RPM's were reached . All electronics and navigation equipment functioned properly.

DC electrical circuits were operational. There was AC power available to check AC circuits.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel as a sea trial was not conducted.

This vessel is in Excellent condition.

The book value is \$54,000.

Due to the scarceness of the vessel, higher prices may be warranted.

Recommendations: Clean bottom
Add backup ground tackle. Ensure that a complete safety and signalling package is aboard.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

