

REPORT OF MARINE SURVEY

OF THE VESSEL

“Little Bull”

This vessel is a 2000 24 foot Maverick Center Console powered by a single “Yamaha” V225 0X 66 fuel injection Saltwater Series II 225 horsepower gasoline outboard engine.

Prepared Exclusively For:

U.S. Marshal’s Service.

August 12th, 2009.

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of U. S. Marshals Service the attending surveyor did attend onboard the 2000 24 foot Maverick 2400 Center Console on August 12th, 2009 where an "Out of the Water Survey" was conducted. The Hull Identification Number MVTPH016C000 was verified from the transom. The reason for the survey was to ascertain the physical condition and value of the vessel. 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 the removal 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.

It is recommended and understood that all diesel and gasoline engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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

This vessel is a 2000 24 foot Maverick 2400 Center Console powered by a single "Yamaha" V225 0X 66 fuel injection Saltwater Series II 225 horsepower gasoline outboard engine. Vessel is also equipped with "Lenco" hydraulic trim tabs. Hull's bottom is solid fiberglass. Decks, hull's topsides and console superstructure are fiberglass panels with sandwiched core. The helm station console is located on the center console equipped with "Sea Star" hydraulic wheel steering and "Yamaha" model 704 remote clutch and throttle control. There also "Yamaha" tachometer and speedometer. Hull's topsides are white gelcoat. Hull's bottom is painted with green anti-foul bottom paint.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: MAV-0024-09.
SURVEY PREPARED FOR: U. S. Marshals Service.

NAME OF VESSEL: "Little Bull"
TYPE OF SURVEY: Condition Valuation Survey.
OVERALL VESSEL RATING:..... **** Above Average Condition.
ESTIMATED MARKET VALUE:.....
ESTIMATED REPLACEMENT COST:.....
YEAR/MAKE/MODEL OF VESSEL: 2000/Maverick/2400 Center Console.
BUILDER: Maverick Boat Company.
YEAR BUILT: 2000.
MODEL YEAR: 2000
MAKE OF VESSEL: Maverick.
MODEL OF VESSEL: 2400 Center Console.
HULL IDENTIFICATION NUMBER (HIN): MVTPH016C000.
OWNER: U. S. Marshals Service.
OWNER'S NAME: U. S. Marshals Service.
PLACE OF SURVEY: National Liquidators
1915 S. W. 21st Avenue
Ft. Lauderdale, Florida 33312
DATE/TIME OF SURVEY: August 12th, 2009.
HULL MATERIAL: Fiberglass Reinforced Plastic (FRP).
HULL TYPE: Semi-V 15 degree deadrise planing
hull with and hard chines.
LENGTH OVER ALL (L.O.A.): 23 feet 11 inches.
BEAM: 8 feet 6 inches.
DRAFT: 12 inches with motor tilted up.
DISPLACEMENT: 2,900 lbs..
PROPULSION SYSTEM: Single "Yamaha" outboard engine.

II. GENERAL INFORMATION

FUEL TYPE:	Gasoline.
FUEL CAPACITY:	80 gallons.
DC POWER:	12 vdc.
FRESH WATER CAPACITY:	N.A.
HOLDING TANK:	N.A.
INTENDED USE/BUYER:	Recreational.
BUYER'S EXPERIENCE:	Not known.
INTENDED CRUISING AREA:	Florida Inland Waters.
INTENDED USE:	Recreational.

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 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.

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

TYPE:

Semi-Vee 15 degree deadrise planing hull with hard chines.

MATERIAL:

Fiberglass Reinforce Plastic (FRP).

EXTERIOR HULL:

White topsides with green wetted surfaces.

BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic).

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

STEM:

Sharply raked stem of fiberglass Reinforced Plastic.

TRANSOM:

Fiberglass Reinforced Plastic (FRP)

BILGE:

Shallow (below decks) bilge area provides the area for most boat systems and tankage. Generally clean.

CHAIN LOCKER (DRAINAGE):

Chain locker below bow deck. Ftted with scupper drain and hawse pipe.

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

FRAMES (RIBS):

Fiberglass Reinforced Plastic (FRP) frames molded into hull.

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white painted non-skid surface.

MATERIAL:

Cored FRP (fiber reinforced plastic) with molded-in non-skid surface.

HULL-TO-DECK JOINT

TYPE:

Hull has inward turning flange for the deck joint. The deck is thru-bolted with stainless steel fasteners. It is reportedly bedded in elastomeric compound as well. Appears serviceable where sighted.

FASTENERS:

Thru-bolted stainless steel nut and bolts.

BEDDING COMPOUND:

Appeared to be elastomeric compound.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT *(Continued)*

REINFORCEMENT:

Fasteners have flat washers in place.

DECK FITTINGS

CHOCKS AND CLEATS:

Five (5) stainless steel cleats.

WINDLASS/GIPSY:

N.A.

HAWSE PIPES:

N.A.

DECK SURFACE:

White gelcoat with molded in non-skid.

HATCHES:

Forward centerline storage compartment flush deck hatch. Port and starboard aft flush deck fishbox hatches. Forward port and starboard seat storage compartment hatches.

GRAB RAIL:

Stainless hand rails along port and starboard forward gunnels.

SUPERSTRUCTURE

MATERIAL:

Fiberglass Reinforced Plastic (FRP) superstructure with sandwiched core.

WINDOWS/PORTS/DOORS:

N.A.

FITTINGS AND HARDWARE:

Various stainless steel handles mounted in strategic places.

CANVAS AND SUPPORT STRUCTURE:

Aluminum pipewelded frame fitted with white canvas T-top.

SUPERSTRUCTURE HOUSE TO DECK JOINT:

Center console and deck appeared to be molded seamlessly, no joint was observed. Condition appeared new. Fiberglass center console.

BRIDGE DECK

COCKPIT:

Cockpit equipped with two (2) live bait wells port and starboard, built-in fishing rod holders and port and starboard flush deck fish boxes.

WINDSHIELD:

Lexan windshield fitted on center console.

ADDITIONAL EQUIPMENT AND ACCESSORIES

DOCK LINES:

Adequate dock lines.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

STORAGE AREAS:

Plentiful storage compartments below cockpit decks and below forward port and starboard seat bases.

HEADLINERS:

N.A.

ACCOMMODATIONS:

No accommodations.

HEADS:

No head facility.

STEREO, ETC.:

None sighted.

GALLEY

LOCATION:

No galley.

REFRIGERATION:

No refrigerator.

STOVE/OVEN:

No stove and oven.

PROPULSION

MAIN ENGINES

TYPE:

Single gasoline outboard engine. Engine is fitted with "Yamaha" tachometer and speed readout. Serviceable condition.

MANUFACTURER:

"Yamaha". Engine model #: SX225TXRY.

SERIAL NUMBERS:

62JX105503.

HORSE POWER:

Single 225 horsepower gasoline outboard engine.

NUMBER OF CYLINDERS:

Six (6) cylinders.

THROTTLE CONTROLS:

"Yamaha" model # 704 remote single lever clutch and throttle controls.

FLAME ARRESTOR:

U. S. Coast Guard approved flame arrestor on fuel tank vent.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(Continued)*

LUBRICATION:

Plastic lube oil reservoir. Service condition.

COOLING SYSTEM

TYPE:

Engine is raw water cooled.

TRANSMISSIONS

CONTROLS:

"Yamaha" remote model # 704 clutch and throttle single control lever.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

Aluminum.

NUMBER OF TANKS:

One (1).

TANKS CAPACITY:

80 gallons.

SECURED:

Metal straps with chafe protection. Appears serviceable.

LOCATION:

Inside of center console.

MANUFACTURING LABEL:

The ABYC required labels were sighted on the fuel tank.

FILL PIPE GROUNDED:

Appears to be properly grounded.

FILL PIPE MATERIAL:

Type A1 U. S. Coast Guard approved hose. Appears serviceable.

FILL PIPE FITTINGS:

Fill deck fitting clearly marked as to fuel type: Gasoline. Located port side gunnel aft of midship.

HOSE CONNECTIONS, CLAMPS:

Double clamped where sighted. A1 grade U. S. Coast Guard approved. Appears serviceable.

FUEL LINES AND FITTINGS:

U. S. Coast Guard approved type A1. Appears serviceable where sighted.

III. SYSTEMS

FUEL SYSTEM

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

FUEL FILTERS:

Spin on/off type fuel filter mounted on engine. Also remote "Yamaha" fuel filter/water separator mounted inside of cockpit's lazarette compartment

FUEL PUMP TO CARB HOSE:

USCG Type A1 as required by CFR for gasoline vessel.

FILTER/FUEL CONDITION:

Appears serviceable.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12 volt DC.

BATTERIES:

There is one (1) 12 volt Group 24 lead-acid battery secured inside of battery compartment inside of aft seat starboard side compartment. Properly secured.

BANKS:

One (1) battery bank.

MAIN BATTERY SWITCHES:

One (1) "Blue Sea Industries" rotary selector battery switch. Serviceable condition. Located inside of aft seat starboard side battery compartment.

PANEL:

12 VDC circuit breaker panel mounted on center console helm station.

TYPE CONNECTORS:

Round Lugs: Captive type. Condition: Appear serviceable.

ROUTING/SUPPORT:

Well supported and secured where sighted.

CHARGING SYSTEM:

12 volt belt driven alternator on outboard engine. Serviceable condition.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

None.

CAPACITY:

N.A.

ACCESS:

N.A.

LOCATION:

N.A.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER) *(Continued)*

INSPECTION/CLEANING ACCESS:

Yes, serviceable.

MATERIAL:

N.A.

PUMPS:

N.A..

HOSES AND CLAMPS:

PVC pipes and reinforced plastic tubing.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

N.A.

MANUFACTURER:

N.A.

CAPACITY:

N.A.

PRESSURE RELIEF VALVE:

N.A.

IGNITION PROTECTION:

N.A.

FRESH WATER SYSTEM (WATER MAKING SYSTEM)

RATING AND CAPACITY:

N.A.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

"Sea Star" hydraulic steering.

MANUFACTURER:

"Sea Star".

NUMBER OF STATIONS:

One (1).

LOCATIONS:

Center console helm station.

LINES AND FITTINGS:

Reinforced flexible hoses with metallic fittings. Appears serviceable.

ACTUATOR CYLINDER:

Appears serviceable.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM *(Continued)*

MOUNTING:

Cylinder and ram actuator are well secured.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

"Danforth" 13 lb. anchor.

LINE:

Adequate 1/2 inch nylon anchor line.

CHAIN:

Adequate 3/8 inch steel anchor chain.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

GPS:

None sighted.

COMPASSES:

"Ritchie" 3 inch magnetic steering compass.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

None sighted.

SPEAKERS:

None sighted.

THRU-HULLS

THRU-HULLS:

MATERIAL:

Bronze.

TYPE:

Ball valves.

BONDED:

Thru-hulls bonded where sighted. Appears serviceable.

CONDITION:

Appeared serviceable.

HULL REINFORCEMENTS:

Core material was plugged with solid FRP.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

(See Findings and Recommendations).

FIRE EXTINGUISHERS:

(See Findings and Recommendations).

VISUAL DISTRESS SIGNALS:

(See Findings and Recommendations).

SOUND DEVICES:

12 vdc horn.

FLAME ARRESTORS:

Flame arrestor on fuel tank vent.

NAVIGATION LIGHTS:

Sidelights are operable. Sternlight is operable. Anchor light is operable.

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.:

None Sighted. But highly recommended.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

N.A.

BILGE PUMPS

LIST:

"Rule 800 gph 12 volt submersible bilge pump equipped with automatic float switch.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Stainless steel 3-bladed propellers.

TRIM TABS:

"Lenco" hydraulic trim tabs. Serviceable condition.

THRU-HULLS:

Bronze thru-hulls fittings all serviceable.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

No blisters sighted.

CONDITION OF BOTTOM PAINT:

Needs new application of bottom paint.

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:

*A1-Equip vessel with Visual Distress Signals (VSD's). Day and night flares.

*A2-It is recommended having vessel equipped with two (2) new 3 1/2 lb. dry chemical fire extinguishers.

*A3-It is recommended equipping vessel with six (6) U. S. Coast Guard approved Personal Floatation Devices (PFD's).

*B. OTHER DEFICIENCIES NEEDING ATTENTION:

*B1-Perform 100 hour service to "Yamaha" gasoline outboard engine.

*B2- Repair fiberglass damage around the two (2) hinges on anchor chain locker hatch.

*B3-Detail vessel to make ready for sale.

*C. SURVEYORS NOTES AND OBSERVATIONS:

*C1-It is the opinion of the undersigned Marine Surveyor that said vessel is a "Good Fire and Insurance Risk".

There were no deficiencies needing immediate attention.

NOTE: If cruising offshore it is also recommended that an E.P.I.R.B. be fitted to the vessel.

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 Condition".

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.

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:

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:

