

Stem to Stern Marine Surveying LLC

SAMS® AMS Ross “Butch” Immediato

Serving South Florida and Beyond

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butcheye@gmail.com

561-919-2990



AMS #1066



MEMBER
ABYC
Setting Standards for Safer Boating
Standards Advisor

Pre-Purchase Marine Survey

Exclusively for

“Mr. Boat Buyer”



2024 Grady-White Canyon 336

Privileged and Confidential

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Acting at the request of Mr. Boat Buyer the attending surveyor did attend onboard the Grady-White on August 3rd, 2026, when a "Pre-Purchase Marine Survey" was conducted at the placeholder to evaluate the vessel to obtain a fair market value. The ship's papers were verified for this report. The Hull Identification Number (HIN) NTLWHXXA424 Was verified from the transom. A limited test run was performed. An out-of-water inspection of underwater machinery and the exterior of the hull's wetted surface area was performed. The survey was to ascertain the physical condition and value of the vessel for interested buyers. Moisture readings taken and referenced throughout the body of the report were taken with the Tramex Skipper Moisture Meter. A fluke VOM Meter was used to check the VDC & VAC power. This survey report represents the vessel's condition on the time, date, and place of the vessel during the day of the survey.

NOTE: This is considered to be a Non-Mechanical Survey.

NOTE: This is considered to be a Non-Electrical Survey.

DISCLAIMER

No reference or information should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity of the vessels propulsion systems.
2. Electronic equipment 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.

No liability is assumed by me for errors of judgment or omission, or for any subsequent mechanical or structural weaknesses of this vessel. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by the omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report,

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which shall be refunded. The use of this report shall constitute an acceptance of the above-mentioned terms and conditions.

Weather conditions during the survey: Partly cloudy with temperatures ranging from 92-98°F. During the limited test run, the sea conditions were calm flat, with some waves from other vessels producing a wake.

The interested buyers were present in attendance for the survey.

Boat Owner: Mr. Boat Buyer, Broker: XYZ Marine. Marine Surveyor: Butch Immediato

NOTE: It is understood that Marine Outboard Engines shall be surveyed by a qualified marine mechanic to determine the condition of the motor/power head, gears, pumps, cylinder compression, exhaust system, lower unit seals and gear lube condition, tilt and trim mechanics, etc.

NOTE: This is to be considered a Non-Mechanical Survey.

NOTE: Although electrical components and equipment are visually inspected by this surveyor where possible, it is suggested that a qualified marine electrician be contracted to inspect vessels electrical system and components to determine condition and adherence to relevant standards and regulations.

NOTE: Air conditioning and refrigeration systems are inspected visually, and units are tested to ensure cooling, but no in-depth inspection occurs. It is always recommended that a qualified HVAC technician is contracted to inspect system air conditioning and refrigeration systems to determine if there are any inherent issues with the system. **Heating functionality was not tested at the time of inspection.**

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.

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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.

Key to highlighted comments as follows:

- **Positive comment related to safety or functionality**
- **High priority finding related to safety, utility, or reliability- Orange or Red- Typically Exceptions**
- **Moderate to low priority findings related to utility or reliability**

Your surveyor attests that he has used his best efforts and judgment, based on formal training, field experience and continuing technical and professional studies in making a thorough visual examination, employing only non-invasive and non-destructive testing methods as defined within the scope of this survey.

TERMS OF REPORT ISSUE: This report was prepared and submitted for the exclusive use of the person for whom the survey was performed and no changes or supplements are permitted unless provided by the surveyor of record whose signature appears below. The original report is issued solely to the person on whose behalf it was prepared. Users of this report are advised that only the original and certified copies should be used. The accuracy and authenticity of all other copies is not warranted and such copies are accepted at the sole risk of the user. The undersigned surveyor accepts no responsibility for the authenticity of non-certified copies.

Third parties having an interest in the survey report should secure written permission directly from the purchaser to obtain certified copies. The surveyor will issue additional copies of the survey report on instruction and with the permission of the original purchaser. Fees for additional copies and transmittal expenses will be assessed to the requester.

NOTE: Should this report be electronically transmitted via email to the buyer, it is to be considered an ORIGINAL COPY. My signature is to be considered authenticated by the buyer of this report and will be digitally attached to the last page of this report. Digital photos are included with this report and will be sent electronically upon request.

ORIGINAL ISSUED TO: Mr. Boat Buyer

DATE: August 3rd, 2026

Location: Meridian Marina- Palm City, FL

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DEFINITION OF TERMS:

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 prospective buyer or vessel operator.

FORWARD ENGINE ROOM BULKHEAD: F.E.R.B.H -Bulkhead in front of the engine room. This is a structural device that secures the hull firmly together.

SERVICEABLE / ADEQUATE: Sufficient for a specific requirement.

POWERS UP: Power was applied only. This does not refer to the operation, calibration, or accuracy 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 or component in order for it to be considered functional.

SEA-COCK VALVE: A sea water valve also known as a hull penetration. These valves are used to allow water to come if from the bottom of the hull for cooling means to the engines or air conditioners.

General information may have been gathered from any or all of the following referenced resources to help determine a Current Fair Market Value for a recreational boat: The most recent editions of the BUC BOOK pricing guide, NADA's GUIDE for used boats, Brokers Edition of POWER BOAT GUIDE by McKnew & Parker, ABOS MARINE BLUE BOOK. The internet was also accessed for most current market values via recent sales activities and postings as per Soldboats, Yachtworld and Boatwizard web sites.

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

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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 the Survey, as shown in the **REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS** sections of this report and by virtue of my experience, my opinion is:
GOOD CONDITION

STATEMENT OF VALUATION

PROPERTY INTEREST APPRAISED

For the purpose of this report, the vessel is assumed to be properly registered and to have a clear history of ownership and title. Any issues regarding chain of ownership, clear title or outstanding liens would significantly affect the opinion as to the vessel's fair market value.

APPRAISAL METHODOLOGY

The following methods to appraise the subject vessel were considered:

- Cost Approach
- Income Approach
- Market Analysis

COST APPROACH

In this method, the cost of a new comparable vessel is depreciated based on the age of the subject vessel. The appraiser uses a depreciation rate determined by his experience. The replacement cost is defined as the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer, or in the event that an exact replacement is not available, the cost of a new comparable vessel from another manufacturer. In view of the vessel's age, service, and customization, the cost approach method was not considered as an appropriate method.

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INCOME APPROACH

The Income Approach was not considered in this case as the subject vessel was used exclusively for pleasure and had no commercial use.

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The following are the findings of this inspection.

Name: Mr. Boat Buyer

Location: Stuart, Florida

Vessel Name: N/A

Broker: VIP Marinas

Builder: Grady-White

Year Built: January 2024

Model Year: 2024

Hull No: NTLWHXXA424

Registration Number: FLXXXXTU Exp: 04/28

Description of Vessel: Center Console

Estimated Cost to Replace New: \$465,000 *Plus Outboard Engines.*

Fair Market Value: *****\$495,000***** **The Fair Market Value represents the value of the vessel upon compliance of all findings and recommendations.**

Buc Book Value: \$465,744

Yacht World Comps: \$445,000.00

Condition: The Grady-White Canyon 336 is in good condition All gel-coat surfaces hold a good shine; the upholstery is in good shape. The electronic navigational packages are outfitted with newer electronics and helm area is well laid out. All bait boxes, storage areas, bilges and compartments are well presented. The Twin 450 HP Yamaha outboards are in Serviceable condition and have been properly maintained with required maintenance performed. They performed well on the sea-trial. This vessel is equipped with optional Fisher Panda Mini 5, Air conditioner, Sea keeper 3, retractable sun shade, and updated electronics.

Waterways Vessel Will Be Navigated On: In-land waterways of the ICW of South Florida and near offshore of the Atlantic Ocean.

HULL DETAILS

LOA: 33'6" **BEAM:** 11'7" **DRAFT:** 39" **Displacement:** 10,100 lbs.

Color: Gray **Bottom paint:** None

Type of Hull: Deep Vee **Dead-rise Aft:** 22°

Wetted Surface & Freeboard: The hull sides and bottom where percussion tested, there was no evidence of delaminating or softness noted on the hull. No evidence osmotic blisters were present during the inspection. An electronic moisture meter was used on fiberglass surfaces from the water line to the rub-rail. Some relative moisture was detected on the hull with the moisture meter. Moisture meter used is a Skipper Tramex 5 Moisture Meter. **Note:** Moisture was noted on the Strb. hull.

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Hull to Deck Joint: Shoe box type, secured with stainless steel fasteners. Inspection of this was limited to the anchor locker. No defects found on this joint.

Hull Sightings: Fair to the eye.

Hull Door: Vessel is equipped with FG Door on the port side. Hinges are serviceable.

Bilge Stringers "Hull Stiffeners": Percussion sounded with phenolic resin hammer. Stringers proved to be solid throughout the inspection of the engine compartment. Access was very limited to the stringers to the aft section of the transom due to no access to the bilge **Note:** Could not inspect the forward section of the vessel.

Bulkhead: Anchor locker bulkhead was analyzed and checks out good. Percussion tested well. Vessel is equipped with an aft bulkhead. It is accessible.

Transom: Percussion tested well. Checked with the moisture meter and found very low relative moisture in the inboard/outboard of the transom. The moisture meter used is a Skipper Tramex 5. Percussion testing produced solid soundings throughout this entire area.

Bilges: Clean, could benefit from a good cleaning in the forward bilge area.

Above the Water Line Fittings: (17) Above the water level through hull fittings.

Thru-Hull Fittings: There are (7) underwater sea-cocks exercised open/close effectively. All sea cocks operated effectively, are maintained well, and are double hose clamped. Sea-Cocks are constructed out of bronze. **Sea Chest:** N/A

Zincs: They are on the transom assembly and on the outboard cavitation plates. All anodes are in serviceable condition or need replacement. Additional are on tabs and hull bonding plate.

Hull Lights: There are (4) Lumitech lights on the transom. All Powered up.

Design & Construction: The vessel is constructed with reinforced fiberglass construction.

Aft Platform/Deck: Integrated into the hull. Installed on the entire transom.

Ladder: The vessel is equipped with a 4-rung S/S ladder on the strb platform. Serviceable condition.

Bow Thruster: Not Equipped.

Engine Jacking Plate: Equipped.

Sea Keeper: Equipped. **Model:** 3 **S/N:** 234.4723 **Sea Hours:** 71 **Run Hours:** 100

Scuppers: Inspected the hoses and clamps- Good Condition, proved and tested.

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ENGINES AND MACHINERY

Manufacturer: Yamaha Marine **Power:** Twins

HP: 450 **Model:** XF450NSA

S/N Port: 6KN-N1001298 **S/N Strb:** 6KN-N1001302

Hour Meter- **Port:** 492 **Strb:** 492

Fuel: Gasoline **Filter:** Yamaha OEM Spin-on **Year:** 08/2023

Cooling: Raw water. **Fuel Priming Bulb:** Serviceable condition located in bilge.

Hoses: Good condition bundled and routed well. **Blower:** Electric.

Power Steering Rack: Double Electric Steering system.

Accessibility: Full access to the outboard engine from the aft deck.

Engine Reported History: Hundred-hour services reported to be completed.

Clutch and Reduction: Via lower unit gearing

Wiring: Routed and bundled well.

Trim and Tilt Pumps: Marine Hydraulic Pump-Checked seal for leaks-None found.

Shafts were clean and not pitted. **Prop Model:** Yamaha XTO.

Propellers: 3 Bladed S/S. **Condition-**No deficiencies to report

Skegs: Paint is removed on the bottom of the strb.

Lower Unit Condition: No corrosion on the bearing carrier adjacent to the propeller hubs.

Trim Tabs: Trim Tabs operated correctly. Bennet tabs- proved & tested

Sea-Trail Information: Engines started up quickly, the gears shifted smoothly. The vessel cruised at 4100 Rpm pushing 34 Mph and WOT Rpm was measured at 5600 Rpm at 47.2 Mph.

Vessel was tested in a left & Right turn. Engines operated well with no conditions to report.

The vessel fuel gauge was at 36% full. The GPS, Radar, Auto pilot was tested. There were (3) people on board.

Back Down Test: Performed test, outboards performed well.

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DECK FITTINGS & EQUIPMENT

Deck Soundings: Percussion test was performed on entire deck area. All of the deck was solid with no delamination or soft spots.

Deck Hardware: Stainless steel bow rail, forward cleats port and starboard, amidships, and stern quarters. Cleats are properly fastened and secured.

Hard Top: Percussion-tested fiberglass top or Top is welders' pipe and canvas covering. All solid-good condition. Vhf antenna is mounted on top with Nav light. The top is secured with powder coated fabricated pipe.

Bimini Top: N/A

Retractable Top: Proved and tested.

Helm Seats: Upholstery is in good condition.

Power Seats: N/A- manual only

Leaning Post: Aft of console-good condition. Welders pipe in good order.

Upholstery: All upholstery is in good condition.

CONTROLS

Controls: Joystick Control, Synchronizer, Power steering, Yamaha Marine Controller, trim tabs, trim & tilt controls for the out-boards.

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INSTRUMENTATION

Helm: Yamaha Marine Digital MFD Computer Screen, Volts, RPM, & Gas Gauge

NAVIGATION LIGHTS

Running Lights: Did Conform to U.S.C.G. pattern. Lights powered up and functioned well.

Anchor Light: 360° White Light powers up.

Spreader Lights: Fwd. Light and Aft lights aft of the tower. Powered up.

Companionway Lights: Equipped on a T-top and under the gunnel.

Findings: Navigation lights operated at the time of inspection. Please check navigation lights before every underway operation.



NAVIGATION & ELECTRONIC EQUIPMENT

GPS: (2) 16" Garmin Multi-functional Screens, Powered up and Functional. No defects to report on the units.

Radar: Garmin Open Array - Powered up and Functional **12VDC Receptacles:** Tested & Functional

VHF Radio: (1) Garmin-Powered up and Sounded off.

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VHF Antenna: (1) Mounted on the top. Good condition **FLIR:** Equipped.

Compass: Ritchie 6" Card- Serviceable.

Autopilot: Garmin Autopilot- tested and tracked well.

Depth Finder: Integrated with the GPS. **Transducer:** Installed in the bilge.

Horn: Trumpet-style Air Horn Sounded off.

Windshield: Equipped with an Acrylic-type screen that is attached to the console.

Window Vent: Equipped.

Stereo: Fusion head unit with (6) Fusion Speakers. Vessel has (1) amplifiers with (1) Subwoofer. All sounded well.

SAFETY EQUIPMENT

Fire Extinguishers: (2) Portable 10ABC fire extinguisher installed. **Fixed System:** N/A

P.F.D: (2) Located under the helm T-top-

EPIRB: N/A **Oil Placard:** (33 CFR 151/155) Required for 26 Foot – Observed.

Waste Management Plan Sign: Observed- Location Transom Hatch.

Life Ring: Not Observed.

Flare Kit: Not Observed. Loc: Under helm or

Aft Bilge Pump: Rule 1500 W/Auto Float.

Mid Bilge Pump: Rule 1500 W/Auto Float.

High Bilge Alarm: Sounded off – Alarm panel is in the Strb Cabin.

Remarks: Coast Guard requires (1) Life Jacket per person at the required size for each individual. All safety equipment shall be inspected and inventoried before leaving the dock.
Safety equipment sometimes gets removed during the transfer of ownership.

GROUNDING TACKLE

Anchor Type: Galvanized plow type. **Rode:** Chain and line **Swivel:** Not Seized.

Bitter End: Unknown

Number of Anchors: (1) **Spare Anchor:** N/A **Hull Plate Protection:** Equipped

Anchor Windlass: Installed or N/A **Windless C/B:** Equipped

Anchor Safety Chain: Equipped

Manufacturer: Lewmar windlass. **Fenders:** N/A

Chain Locker: Access fwd. Servicable condition. Hatch free of debris.

Others: Anchor is not CG requirement but highly recommended.

Remarks: Windlass was cycled up/down with local and helm controls.

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ELECTRICAL SYSTEM

Wiring: 12VDC & 120 A/C **Condition:** operational and no damage was observed during survey

Switches & Over Current Circuit Breakers: Main power panel on helm -under the helm

DC Distribution Panel: Located under the helm.

DC Main Disconnects: There are (2) 12 VDC Main disconnects at the side cabinet aft.

Shore-Power: (1) 30 Amp receptacle. No burnt marks on the receptacles.

Power Indicator: Equipped on the AC Service Panel

Charging Unit: (2) Pro-Nautic 12-50 units.

Charger Location: Under the helm & port side. Tested and working @ 14.1VDC to on all battery banks.

Battery Installation: Batteries are installed bank configurations. House, Starting. They conform with ABYC E-10.7.4 stating that each installed battery shall not move more than 1 inch in any direction with a pulling force of 90lbs or twice the battery weight.

Battery Internal Test: Tested batteries, all are ok- Retested at the end of the sea trail.

Battery Count: The vessel is equipped with (1) AGM group 31 Deka battery. **Age:** 2024

Second Battery Count: The vessel is equipped with (4) AGM group 27 Deka batteries.

Age: 2024

Generator: Fischer Panda **Rpm:** 3600. **Fuel Filter:** Spin on

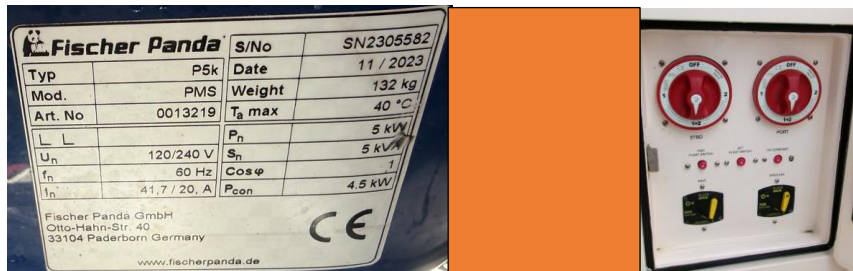
Gen Model: P5K S/N: SN2305582 **Hours:** 416

Overcurrent Protection: Circuit breaker **Coolant Level:** Ok. **Oil Level:** Checked. Satisfactory.

Load Tested: Generators were on line @119-121 VAC 60Hz- VAC Checked with Fluke

Generator Eng. mounts: Serviceable Condition **Exhaust System:** Double clamped

Remarks: Gen-sets ran well for about 2 hours. **Load tested** with the AC, Wtr heater, and sea-keeper.



TANKAGE & FUEL LINES

Fuel: Diesel & Gas.

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Tank Location: Amidships to the aft cockpit.

Number of Tanks: (2) **Total Capacity:** 361 gallons gasoline and 12 gallons diesel.

Securing: Tanks are mounted structurally to the vessel. There was limited access to the tanks.

No tank movement was noted to comply with USCG CFR's. No standing water was sighted.

Tank labels were sighted.

Shape & Materials: Rectangle and Aluminum. **Valving:** N/A

Manufacture: Florida Marine Tank **Tank Year:** 2024

Fillers: Strb & Port Decks **Ventilation:** Overboard Strb. & Port

Filler Supply Hose: Double clamped at the tank and the deck fill.

Bonded: Via grounding system at the tank top. Not Required Due to Poly tank

Lines & Connections: U.S.C.G. type A1 Clamped flex hose

Other Flammables Carried on Board: None seen

Remarks: No evidence of leaking fuel detected.

FISHING EQUIPMENT

Outriggers: Gem Lux carbon fiber telescopic.

Outrigger Bases: The outriggers bases were tested. Worked well

Rocket Launchers: 6 Powder coated, aft T-Top.

Rod Holders: Installed on the gunnels: 10 Aft helm seat: 6

Baitwell Boxes: Located port & strb. Equipped with light. **Note:** Port side needs to be repaired.

Livewell Pump: (2) Serviceable.

Raw Water Pump: Shurflo, Serviceable.

Fresh Water Pump: Shurflo, Serviceable

Fresh Water Tank: Equipped.

Hot Water Heater: N/A

Fish Box: Built in box. Transom with cooler, proved and tested.- System pushed to 34F

HEAD & ACCOMADATIONS

Number: (1) head compartment closet.

MSD Type: Type III plumbed to head tank. **Head Functioned:** Tested well

Toilet: Vacuum-flush. Tested well and flushed correctly.

Head Tank: (1) Independently installed in the fwd bilge **Macerator Pump:** Sealand Pump-proved & tested

Location: Vacuum Educator pump located in the bilge.

Discharge: Into poly head tank & OVBD Sea cock valve. Serviceable condition.

Lines & Fittings: Secured.

Finding: Head compartments seem in clean condition.

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Cabin: Equipped with a berth and a small cabin. This area is neat and clean.

Air conditioner: Dometic Marine Btu Unit:5000 **Supply Temp:** 62°F -Supply fan @the helm

REMARKS

This vessel was found in working order for its intended purpose of intercoastal, near coastal recreational use on the waterways. The hull structure was sound, the bilge compartment was in good condition with limited corrosion, and the exterior finishes were in good condition. The findings are noted in this report.

SURVEYOR'S STATEMENT

This survey of the vessel "**Grady-White 336 Canyon**" represents the opinion of the surveyors based on a careful visual examination of the vessel only, no fastenings were drawn or ceiling removed. Engine and machinery inspection were external only. The report contains the Surveyor's opinions and observation based on the surveyor's experience and training is a marine surveyor and consultant. It is unlikely that every detail of the vessel has been discovered in the process of the physical examination. The surveyor, has however, done his best to examine the yacht and have detailed the problems, discrepancies and features of the vessel. Any omission or incompleteness in the survey is not from any willful negligence or known misrepresentation. Unless specifically Stated, no test boring has been made, no destructive or invasive testing has been performed. The conclusions do not constitute a guarantee or warranty of condition or valuation and no liability either implied or assumed is intended. The undersigned surveyors have no present or prospective interest in the yacht that is the subject of this report, and no personal interest or bias with respect to the parties involved. Compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the instructing client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. The above report and recommendations have been prepared and are submitted without prejudice to the rights and/or obligations of any party

Respectfully submitted without prejudice

Society of Accredited Marine Surveyors (SAMS)

Accredited Marine Surveyor SAMS #1066

ABYC Standards Advisor

Ross" Butch" Immediato Jr.



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Surveyor's Findings: *Note* Exceptions: list the findings that must be completed to bring the boat into compliance with the United States Coast Guard requirements and the American Boat and Yacht Council recommendations.

Findings and Recommendations: *Note*: the following items are not required; however, they are strongly recommended. Some of these items may be in the explanation of statements that are made elsewhere in this report.

Minor Findings: Minor and superficial but need to be reported to inform the condition.

Surveyors Recommendations: Not required but recommended to make the vessel maintained better.

Exceptions

1. Ensure there is all needed USCG Safety equipment onboard the vessel before the prior launch.
2. Secure the wire is on the starboard side of the sea keeper. There is two AC wires are just taped off. We should actually be terminated properly. This could cause an accidental shocking.
3. The generator blower is not working. Repair as needed.

Findings

1. There is moisture up in the starboard Forward bow area up on the hull sides, See picture.
2. The starboard forward battery DEKA Group 27 is indicating a bad battery. Recommend charging this battery and monitoring this battery to make sure it's just a low charge.
3. The forward D ring. There is indications that their seepage there.
4. Fisher panda fuel solenoid valve in the starboard aft build is heavily corroded recommend repairing or replacing this. Also add anti-corrosion on this to prevent further rust.
5. There is an area on the starboard hull right above the chin, approximately 8 feet from the bow area all the way back starting at the stainless steel above where Line through hall fitting. This area goes for 57" Aft and is about 8 inches high. There is also an area of Forward BOW area that has high moisture see picture.
6. The port & strb S/S tabs are starting to corrode at the hinges and some of the support metal. Paint these with a primer and anti-fouling. Add zincs and monitor the screw heads.

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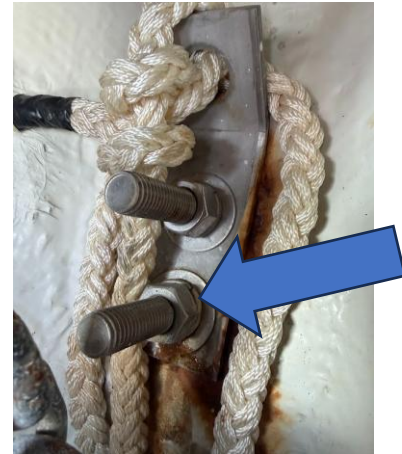
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Active Water intrusion Bottom D-Ring



Strb Bow taped out to show high moisture and de-bonding in the aft section of the Above water line T/H fitting.



Bottom skeg scrapes



S/S metal starting to rust both sides



Clean & monitor FP Solenoid vlv

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Minor

1. Seize both shackle pins with stainless steel lock wire for good Marine practice
2. There is some scratches and minor efficiencies along the port and starboard hull side. There are a few scratches on the hull bottom.
3. There is some corrosion on the powder coating on the helm seats
4. Clean the forward bilge area. It is slightly dirty and has a smell to it.
5. The sea keel, batteries terminal should be wire brushed, and have dielectric grease added to this
6. The deck is slightly lifted up in the cabin- Check surface.
7. The Forward Spotlight is not working. Repair is needed.
8. The hull could benefit from a good detail. There is some minor oxidation on the gel-coat.
9. Wire brush all 12VDC connections on the batteries. Add dielectric grease to all terminals.
10. Clean or replace the fuel pump fuel solenoid valve. Its very rusty.

HIN # NTLWHXXA424



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GRADY-WHITE BOATS INC, GREENVILLE, NC, USA (MIC: NTL)			
Model Year	2024	Hull Material	Fiberglass
Model	CANYON 336	Hull Configuration	Semi Vee (Modified Vee)
Length Overall	33' 6"	Draft	
Length On Deck		Beam	11' 7"
Boat Type	Center Console Fisherman Open w/T-Top	Weight	10100 lbs.
Engine Type	(2) 2024 YAMAHA MOTOR CORPORATION XF450XSA2 4S 450hp 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	\$313,500-\$344,500 131st edition. (does not include outboard)		
Fair Market Value Adjusted for BUC Condition in the North Atlantic	\$313,500-\$344,500 (does not include outboard)		
(2) 2024 YAMAHA MOTOR CORPORATION XF450XSA2 4S 450hp Engines	\$76,518 Change Remove		
Total Adjusted Market Value Range	\$390,018-\$421,018		
Replacement Value ?	\$429,000 (does not include outboard)		

Buc Book

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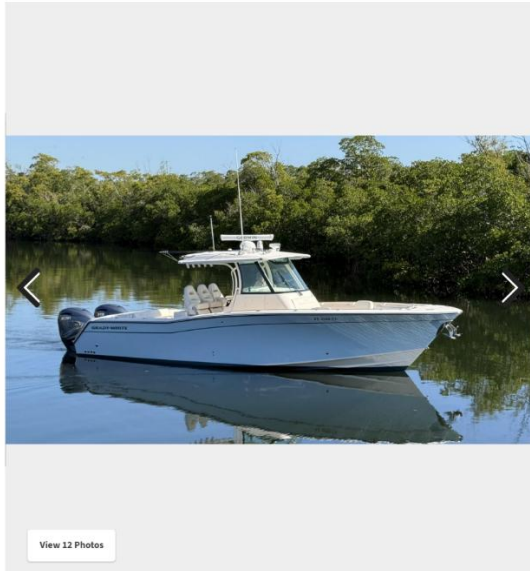
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33 ft 2022 Grady-White Canyon 336, 33' 2022 Grady-White

\$425,000 Tax: Paid, United States

Boca Raton, Florida, United States

Contact



View 12 Photos

Listing Information

Previous Price: \$459,000 (May 6, 2025)

Listing Type: Central/Exclusive

Co-op Type: Available for co-brokerage

IMT ID: 9688126

Company: Gilman Yachts of Fort Lauderdale, Inc.

Contact: Michael Miscio

Office Phone: 954-525-8112

Mobile Phone: 954-415-2474

Active: 110 Days

Listed Date: February 19, 2025

Sold Date: June 10, 2025

Listed Price: \$449,000

Sold Price: \$425,000

Sale Type: Retail

Price Source: Self-Reported

33 ft 2022 Grady-White Canyon 336, 24LI22 - PRE-OWNED STOCK

\$460,000

Longboat Key, Florida, United States



View 17 Photos

Listing Information

Previous Price: \$475,000 (February 19, 2024)

Listing Type: Trade-in

Co-op Type: Not available for co-brokerage

IMT ID: 8587406

Company: Cannons Marina

Office Phone: 941-383-1311

Mobile Phone: 941-383-1311

Active: 606 Days

Listed Date: November 7, 2022

Sold Date: July 5, 2024

Listed Price: \$472,500

Sold Price: \$460,000

Price Source: Self-Reported

Yacht World Comps

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Re-caulk port & strb transom- normal

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Clean SK 3



Hour Meters on Survey Day



Acceptable low Moisture Transom

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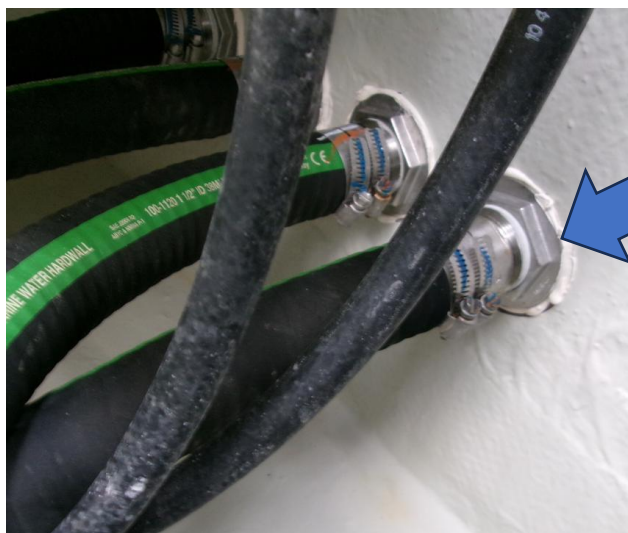
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Bottom aft hull W/ transducer- Clean



Port Side Scupper Hoses & FG Lay-up – Good Condition