



ASSURED MARINE SURVEY LTD.

1808 Kirkstone Way, Nanaimo, BC V9X 1X1
250-618-2112 | assuredmarinesurvey@gmail.com



MARINE SURVEY REPORT

Pre-Purchase



2017 Boston Whaler 345 Conquest - public sample

REDACTED WEBSITE SAMPLE

Prepared for	[REDACTED]	Survey date	October 8, 2026
Survey location	[REDACTED], Nanaimo BC	Report date	October 13, 2026

Steve Allen | Marine Surveyor
ABYC Certified Marine Standards Advisor

CLIENT TRANSMITTAL

Client	██████████ C/O ██████████	Date	October 13, 2026
Address	██████████ Street, Vancouver BC ██████████	Email	██████████
Vessel	██████████	Survey type	Pre-Purchase Condition and valuation

Dear ██████████,

At your request, Assured Marine Survey Ltd. inspected the above vessel and prepared the enclosed Condition and Valuation Survey for the stated purpose. The report should be read in its entirety, including the scope, limitations, detailed observations, recommendations and valuation commentary.

Material recommendations should be addressed within the stated priority. Where requested by an insurer, the signed completion certification may be forwarded after the recommended work has been completed.

██████████ presented in very good overall condition for its age. The enclosed report identifies safety items, cooling-system deposits and electrical/generator verification to address before relying on the affected systems. Obtain the specialist checks and repair documentation in the Recommendation Register before completing the purchase. The generator repair reported after the inspection was not independently witnessed. The indicated fair market value is CAD \$475,000, subject to the valuation qualifications in Section 19.

Yours truly,

Steve Allen
Marine Surveyor
ABYC Certified Marine Standards Advisor
Assured Marine Survey Ltd.

EXECUTIVE SUMMARY

Vessel	██████████	Survey type	Pre-Purchase Condition and valuation
Inspection status	Afloat and hauled	Sea trial	Performed
Overall condition	Very good	Maintenance level	Very good

Surveyor's overall assessment

██████████ was inspected afloat and hauled, with a limited sea trial. Accessible hull, cabin structure and finishes presented in very good condition; random moisture readings were within the meter's normal range. All three outboards started and operated during the trial. Port/centre charge-air cooler deposits, expired distress signals and unverified electrical protection require attention. The generator was inoperative during inspection; later repair and readings are owner-reported. Very good cosmetic condition does not resolve these mechanical and electrical uncertainties.

Material findings

Rec.	Pri.	Material finding	Required response
1	A	Expired distress signals	Replace before departure.
2	B	Port/centre cooler deposits	Mercury assessment and repair verification.
3, 5	B	Fire/CO status; smoke alarm not located	Verify fire equipment and alarms before overnight use.
4, 7	V	Electrical protection and generator unverified	Marine electrician and generator technician checks.
6	B	Temporary transducer fastening	Permanently refasten and seal.

Valuation summary

Fair market value	CAD \$475,000	Insurance value	CAD \$475,000
Replacement cost new	Approx. CAD \$1,530,000*	Currency / effective date	CAD; October 8, 2026

The summary highlights material matters only. Read the detailed findings and Recommendation Register.

**Replacement cost is an indicative modern-equivalent reference, not an exact configured dealer quotation; see Section 19.*

TABLE OF CONTENTS

Client Transmittal.....	2
Executive Summary.....	3
1. SCOPE, METHODOLOGY & LIMITATIONS.....	5
2. VESSEL PARTICULARS & IDENTIFICATION.....	6
3. DESCRIPTION & GENERAL ARRANGEMENT.....	7
4. HULL & UNDERBODY.....	8
5. DECK & SUPERSTRUCTURE.....	9
6. INTERIOR & STRUCTURAL MEMBERS.....	10
7. PROPULSION ENGINES & GENERATOR.....	11
8. FUEL, EXHAUST & VENTILATION.....	12
9. STEERING, CONTROLS & DRIVETRAIN.....	13
10. DC ELECTRICAL SYSTEMS.....	14
11. AC ELECTRICAL, BATTERIES & CHARGING.....	15
12. PLUMBING & TANKAGE.....	16
13. SEA CONNECTIONS, BILGES & PUMPS.....	17
14. LPG, HEATING & DOMESTIC EQUIPMENT.....	18
15. OUTBOARDS, STERNDRIVES & TRANSOM SYSTEMS.....	19
16. NAVIGATION, ELECTRONICS & DECK EQUIPMENT.....	20
17. SAFETY, FIREFIGHTING & GROUND TACKLE.....	21
18. SEA TRIAL & OPERATIONAL TESTING.....	22
19. VALUATION & MARKET ANALYSIS.....	23
20. RECOMMENDATION REGISTER.....	24
21. CONCLUSIONS, CERTIFICATION & SIGN-OFF.....	26
Appendix A — Photographic Record.....	27
Appendix B — Documents, Sources and Additional Notes.....	31
Appendix C — BUC Valuation Reference.....	33

Contents reflect the reviewed pagination. Update the entire table of contents in Word after further edits.

1. SCOPE, METHODOLOGY & LIMITATIONS

Requested by	██████████ C/O ██████████	Inspection date	October 8, 2026
Location	Nanaimo, BC	Presentation	Afloat and hauled
Weather	Clear and warm	Persons present	██████████ — current owner
Engine operation	Performed	Sea trial	Performed
Shore power	Connected	Moisture testing	Random readings taken

Purpose

Pre-purchase condition and valuation survey for ██████████, to inform the purchase decision and consideration of pleasure-craft insurance. Physical condition applies to the vessel as presented on October 8, 2026.

Inspection methodology

The survey was a non-destructive examination of readily accessible and visible portions of the vessel and installed systems. No fixed joinery, liners, tanks, machinery or permanently installed equipment were removed. Concealed or inaccessible areas may contain defects that were not discoverable within the agreed scope.

Equipment was operated only where safe, connected and authorized. No mechanical disassembly, compression testing, diagnostic scanning, fluid analysis, load testing, stability testing or specialist trade inspection was performed unless expressly stated.

Standards and references

Applicable Transport Canada requirements, the Small Vessel Regulations, TP 1332 Construction Standards for Small Vessels, current ABYC Standards and Technical Information Reports, and other recognized marine-industry guidance were used as references where relevant. The survey was not a complete compliance audit, and complete compliance with every standard cannot be determined or guaranteed.

Specific limitations

Concealed structure, complete tank surfaces and some plumbing were inaccessible. Shore-neutral isolation, AC grounding and generator source switching/bonding were not tested. No galvanic isolator or isolation transformer was located. The generator was not run by the surveyor. Radar, VHF/AIS, autopilot, windlass, TV and cooking appliances were not functionally tested. The limited trial did not establish sustained maximum RPM or full-load performance. Battery count and some drain routing remain inconsistent in the notes (Recommendations 4 and 11).

2. VESSEL PARTICULARS & IDENTIFICATION

Vessel name	██████████	Builder / make	Boston Whaler
Model	345 Conquest	Year	2017
HIN	██████████	Official no. / licence	██████████
Home port / registry	██████████, BC	Vessel type	Sport Fishing
LOA	F [1]: 35 ft 11 in (10.95 m), including pulpit; hull centreline 34 ft (10.36 m).	Beam	F [1]: 11 ft 8 in (3.56 m).
Draft	F [1]: 22 in (0.56 m); actual maximum engine-down draft was not measured.	Displacement	F [1]: dry hull 14,200 lb (6,441 kg), without engines; published with engines, fuel and water 19,136 lb (8,679 kg). Actual displacement unverified.
Hull material	F [1, 2]: fibreglass with foam-filled Unibond construction.	Fuel type	Gasoline propulsion. F [4]: Kohler 7.5EKD is a gasoline model.
Engines	O: three Mercury Verado 350 hp outboards; 1,050 hp combined.	Engine serials	Port – ██████████, Centre – ██████████, Starboard – ██████████

Identification verification

Hull marking ██████████ and pleasure craft licence ██████████ were photographed (Photos 5 and 3). A pleasure craft licence is not proof of ownership. Confirm title and transfer documentation before purchase.

Source of specifications

F = published factory/model information [1–4]; O = survey observations; R = reported history not independently documented. Published capacities, dimensions and weights were not measured. Factory advertising is not confirmation of installed equipment or operation. Reported repairs and post-survey generator readings remain qualified. Valuation evidence and reconciliation are in Section 19 and Appendices B/C.

3. DESCRIPTION & GENERAL ARRANGEMENT

Published model arrangement is identified as factory information; installed equipment identities below are taken from the supplied physical notes.

Design / hull form	F [1, 2]: planing V-bottom, 19° transom deadrise, foam-filled fibreglass Unibond hull.
Deck / superstructure	F [1]: moulded fibreglass deck/cabin and hardtop with open aft cockpit and transom access.
Propulsion arrangement	O: triple transom-mounted Mercury Verado 350 hp outboards.
Helm stations	O: starboard helm beneath hardtop, with aft canvas/window enclosure. Upper station not reported.
Accommodation layout	F [1, 2]: forward convertible berth/dinette, galley, enclosed head/shower and mid-cabin berth/seating.
Principal equipment	O: Mercury DTS/joystick and VesselView; Raymarine displays/radar/VHF; Kohler generator; Dometic air conditioning. Operation is addressed in physical findings.
Intended use / suitability	Recreational fishing and cruising, subject to the inspection limitations and recommendations.

General description and remarks

██████████ is a 2017 Boston Whaler 345 Conquest, an outboard-powered fishing cruiser with a raised helm deck, aft cockpit and overnight accommodation. Foam-filled Unibond fibreglass construction is published model information [1, 2]. Triple Mercury Verado 350 hp engines, joystick controls, Raymarine electronics, a Kohler 7.5EKD generator and Dometic air conditioning were recorded during inspection. Accessible hull, cabin structure and finishes presented in very good condition; mechanical and electrical qualifications follow.

4. HULL & UNDERBODY

Component	Installed arrangement / specification	Condition and material observations
Hull construction and exterior surfaces	F [1, 2]: foam-filled fibreglass Unibond hull; vinylester barrier layer.	Upper hull and gelcoat were visually examined and percussion tested. Gelcoat was in very good condition; no damage or indications of delamination were noted in tested areas.
Stem, chines, transom and freeboard	F [1]: V-bottom, 19° transom deadrise and 30 in transom height.	Transom was visually examined and percussion tested. No softness or indications of delamination were noted in accessible areas.
Percussion / moisture testing	Random pinless moisture/percussion checks; instrument readings are comparative.	Random pinless moisture readings on the upper hull were within the meter's normal range. Readings are comparative and do not establish moisture content in concealed structure.
Keel / grounding protection	V-bottom hull; no separate keel.	Lower hull was visually examined and percussion tested. No damage, grounding evidence or indications of delamination were noted in tested areas.
Rudder / skeg / bearings	outboard gearcase skegs; no separate inboard rudder reported.	No separate rudder fitted; outboard skegs/gearcases are addressed below.
Through-hulls below waterline	Accessible bronze fittings.	Accessible bronze underwater fittings were visually examined. No visible damage or corrosion was noted.
Antifouling / anodes / electrolysis	Antifouling coating and sacrificial anodes.	Anodes appeared serviceable and antifouling coating was in good condition. No quantitative corrosion assessment was performed.
Propellers, shafts, struts / drives	Three 1.75:1 outboard gearcases; Mercury Enertia ECO 16-inch diameter × 17-inch pitch propellers.	Stainless-steel propeller blades were in very good condition. Local damage was noted on the starboard aluminium gearcase housing (Photo 7; Recommendation 9).

Section conclusion, limitations and photo references

Accessible hull surfaces were in very good condition. Starboard gearcase housing damage needs specialist assessment. Concealed structure and measured displacement were outside scope.

Related recommendations: 9

Related photos: 1–7

5. DECK & SUPERSTRUCTURE

Component	Installed arrangement / specification	Condition and material observations
Deck construction / core / covering	F [2]: moulded fibreglass/foam construction. Local core/laminate details remain unverified.	Accessible deck surfaces were visually examined. No visible damage was recorded. The original notes describe upper/lower hull percussion testing; deck-specific percussion coverage was not separately recorded.
Hull-to-deck joint / rub rail	F [2]: bonded hull/deck assembly; perimeter rub rail observed.	Stainless-steel rub rail was visually examined. No damage or loose fasteners were noted.
Cabin sides / roof / flybridge	cabin and integrated windshield/hardtop; upper station optional.	Cabin sides and hardtop were visually examined and percussion tested. No damage or softness was noted; random moisture readings were within the meter's normal range.
Cockpit sole / hatches / lazarette	aft fishing cockpit with service centres, storage and self-bailing sole.	Composite Ultra-deck cockpit covering was in good condition overall. A local area was lifting at the starboard cockpit entry door (Photo 8; Recommendation 10).
Windows, ports and exterior hatches	tempered front windshield; hatch/window arrangements to verify.	Windscreen and side windows had no visible cracked glass or damaged frames. Recent resealing was reported; workmanship and concealed seals were not verified.
Rails, stanchions and lifelines	welded 316L stainless bow rail and cockpit handholds.	Stainless-steel rails and pulpit were visually examined. No damage or loose fasteners were noted.
Cleats, chocks and deck hardware	stainless mooring hardware at bow, stern and spring positions.	Three deck cleats on each side were visually examined. No damage or loose fasteners were noted.
Drains, scuppers and swim platform	self-bailing cockpit, motorwell drains and telescoping boarding ladder.	Two port and two starboard aft cockpit scuppers were clear of visible obstructions.

Section conclusion, limitations and photo references

Accessible deck/superstructure finishes presented well overall. Roof/cabin percussion and random moisture checks were recorded; deck-specific coverage was not separately documented. Rebond the lifted cockpit covering. Window resealing is reported history.

Related recommendations: 10

Related photos: 1, 2, 6, 8

6. INTERIOR & STRUCTURAL MEMBERS

Component	Installed arrangement / specification	Condition and material observations
Accessible hull interior	F [2]: inner fibreglass shell bonded to foam-filled hull structure.	Accessible inner fibreglass hull was visually examined and percussion tested. No visible damage or indications of delamination were noted.
Stringers and engine beds	outboard propulsion; transom supports and accessible reinforcement to inspect.	Accessible inner transom had no visible damage or stress cracking.
Bulkheads, tabbing and supports	Accessible fibreglass bulkheads.	Accessible fibreglass bulkheads had no visible damage. Concealed tabbing and supports were not exposed.
Bilges / coatings / drainage	Aft bilge below cockpit sole.	Aft bilge below the cockpit sole had no visible damage. A small amount of residual water was present.
Cabin sole / joinery / cabinetry	forward accommodation and galley joinery with mid-cabin seating/berth.	Cabin hardwood flooring was in very good condition with no visible scuffs or damage.
Headliner / hull liner / insulation	molded interior liner; concealed spaces and attachment details to verify.	Forward cabin and helm headliners were clean, with no visible damage.
Leakage, staining and odour	Cabin hatches and ports; dry-weather inspection.	No leakage from cabin hatches or ports was observed during the dry-weather inspection; no hose test was performed.
Housekeeping / maintenance condition	Interior and exterior housekeeping.	Interior and exterior were clean, tidy and well kept.

Section conclusion, limitations and photo references

Accessible interior structure and finishes were in very good condition. Dry-weather observations do not establish watertightness under all conditions.

Related recommendations: None

Related photos: None

7. PROPULSION ENGINES & GENERATOR

Component	Installed arrangement / specification	Condition and material observations
Port engine identification	Mercury Verado 350 hp; F [3]: 2,598 cc L6, supercharged four-stroke.	Serial [REDACTED]; recorded hours 721.36.
Centre engine identification	Mercury Verado 350 hp; same published model specifications.	Serial [REDACTED]; recorded hours 718.03. Replacement of the powerhead under warranty in 2025 was reported; supporting records were not examined.
Starboard engine identification	Mercury Verado 350 hp; same published model specifications.	Serial [REDACTED]; recorded hours 721.21.
Engine mounts / beds / fastenings	Triple transom-mounted outboards.	Engines were secured with stainless-steel transom mounting bolts. No visible damage was noted; torque was not checked.
Cooling systems / hoses / clamps	Water-cooled charge-air cooler assemblies; F [3].	With cowls removed, white salt-like deposits were observed at the upper charge-air cooler/end-cap areas on the centre and port engines. The centre photograph was annotated as seepage. Source, seal condition and residue composition require Mercury-technician assessment (Photos 9–11; Recommendation 2).
Belts, guards and service access	Belt-driven accessories.	Visible drive belts on all three engines appeared serviceable.
Exhaust manifolds / risers / elbows	Outboard leg exhaust; generator water-lift wet exhaust.	Main engine exhaust discharges through the outboard legs. Generator wet exhaust passes through a water-lift muffler in the aft lazarette.
Instrumentation / alarms / controls	Mercury DTS / SmartCraft VesselView.	Mercury SmartCraft VesselView was verified installed.
Marine gears / transmissions	1.75:1 ratio identification.	Gearcase identification indicated a 1.75:1 ratio on all three outboards.
Generator identification / hours	Kohler 7.5EKD; F [4]: gasoline, 7.5 kW, 60 Hz. Hours not recorded.	Kohler 7.5EKD, 7.5 kW; recorded serial [REDACTED], below cockpit sole. Inoperative during inspection while awaiting a fuel pump. Hours were not recorded; subsequent repair is owner-reported.
Generator mounting / cooling / exhaust	Dedicated intake/strainer and wet exhaust.	Generator tray and mounting appeared secure. Accessible exhaust hoses appeared serviceable with double clamps; concealed sections and operation were not assessed.

Section conclusion, limitations and photo references

Generator fuel-pump replacement was reported after inspection. Owner-reported readings were 14.4 V DC and 120 V AC at 3,609 rpm. The surveyor did not witness the repair or run/load-test the generator. The readings do not establish rated output, frequency or safety shutdown operation. Cooling deposits and repair history require verification.

Related recommendations: 2, 7, 8

Related photos: 6, 9–11

8. FUEL, EXHAUST & VENTILATION

Component	Installed arrangement / specification	Condition and material observations
Fuel type / stated capacity	gasoline; 400 US gal (1,514 L) usable published fuel capacity.	Tank capacity plate was inaccessible; published usable capacity of 400 US gal was not independently confirmed.
Tank quantity / material / location	one aluminum fuel tank; tank plate, location and access to verify.	One aluminium fuel tank was observed below the cockpit sole, forward of the generator.
Tank support / access / condition	Visible tank support straps.	Visible support straps appeared secure with no movement noted. Concealed tank surfaces were not examined.
Fill fittings / hoses / grounding	Deck fill hoses and tank bonding connection.	Accessible fill/supply hoses appeared in very good condition; double clamps were noted at observed connections. Tank bonding connection showed continuity; no resistance value was recorded.
Tank venting / vent fittings	Port gunwale combined fill/vent.	Plastic deck fill with integrated vent was observed on the port gunwale.
Supply / return lines / shutoffs	Three engine feeds and generator fuel circuit; F [2].	Fuel supply shutoff arrangements were not identified. The notes refer to "fuel fill shutoff valves"; supply valves and anti-siphon protection require tracing (Recommendation 11).
Filters / water separators	Three separators, part 802893T.	Three fuel/water separators, part 802893T, were observed in the aft lazarette. They appeared serviceable externally; contents were not sampled.
Engine-space ventilation	Aft lazarette blower.	Aft lazarette ventilation blower operated when switched on.
Wet / dry exhaust arrangements	Generator water-lift muffler; siphon protection inaccessible.	Generator water-lift muffler was visually examined. Limited access prevented confirmation of siphon protection (Recommendation 11).

Section conclusion, limitations and photo references

Accessible fuel hoses, filters and supports appeared serviceable. Tank plate, supply protection and generator siphon protection remained unverified.

Related recommendations: 7, 11

Related photos: None

9. STEERING, CONTROLS & DRIVETRAIN

Component	Installed arrangement / specification	Condition and material observations
Steering type / helm stations	Verado power steering at starboard helm.	Triple Verado power-steering equipment was visually verified.
Cables / hydraulics / linkages	Engine steering linkages and Mercury joystick.	Visible steering linkages had no damage or distortion. Joystick steering operated during the trial.
Rudders / stocks / glands	no separate rudder/stock system reported for outboard propulsion.	No separate rudders or stocks fitted; steering is by rotation of the outboards.
Shafts / couplings / alignment indications	no inboard shaft/coupling system reported.	Not applicable to outboard propulsion.
Shaft seals / packing glands	no inboard shaft glands reported.	Not applicable to outboard propulsion.
Bearings / struts / shaft play	gearcase/propeller-shaft bearings; inspect accessible play.	Propellers turned by hand; no visible shaft deviation was noted. Bearing clearances were not measured.
Propellers / damage / identification	Mercury Enertia ECO 16 × 17 stainless-steel propellers.	Three Mercury Enertia ECO 16-inch diameter × 17-inch pitch propellers were visually examined. No dented or damaged blades were noted.
Trim tabs / thrusters	Bennett trim tabs; no bow thruster.	Bennett trim tabs operated when tested. No bow thruster was fitted.
Throttle / shift controls	Mercury dual-binnacle DTS.	Mercury dual-binnacle DTS controls operated smoothly and precisely.

Section conclusion, limitations and photo references

Steering, DTS and trim tabs operated satisfactorily. Steering pump/actuator replacement under warranty in winter 2025 was reported; records were not reviewed.

Related recommendations: 8

Related photos: 6

10. DC ELECTRICAL SYSTEMS

Component	Installed arrangement / specification	Condition and material observations
Nominal voltage / distribution panel	12 VDC.	12 VDC distribution was verified.
Main battery switches	Remote battery switches beneath port helm dinette.	Main battery switches were observed beneath the port helm dinette seating.
Main overcurrent protection	Battery overcurrent fuses observed.	Battery overcurrent fuses were observed. Ratings and full circuit coordination were not recorded.
Branch breakers / fuses / labels	Branch fuses/breakers observed.	Visible branch circuits and fuses were identified; no complete circuit audit was performed.
Conductors / support / chafe protection	Accessible marine wiring.	Visible wiring was organized and well supported.
DC negative / grounding connections	Aft lazarette DC negative bus.	DC negative bus was observed in the aft lazarette; visible connections were clean and secure. Complete return paths were not traced.
Bonding system / anodes	Bonding system and anodes.	Bonding continuity was checked and reported satisfactory. Test locations and resistance readings were not recorded.
Bilge-pump unswitched feeds	Unswitched battery feeds.	Unswitched battery feeds were tested and reported functional. Complete circuit protection details were not recorded.
Navigation-light circuits	Navigation-light circuits.	Navigation lights operated when tested.
Visible modifications / non-marine wiring	Accessible installation only.	No visible non-marine wiring or modifications were noted in accessible areas.

Section conclusion, limitations and photo references

Accessible DC wiring and connections appeared orderly; basic operating/continuity checks were reported satisfactory. No full circuit audit or load test was performed.

Related recommendations: 4

Related photos: None

11. AC ELECTRICAL, BATTERIES & CHARGING

Component	Installed arrangement / specification	Condition and material observations
Shore inlets / cords / ratings	Two Marinco 30 A / 125 V inlets.	Two Marinco 30 A / 125 V shore inlets were observed on the starboard aft cockpit. No visible scorching or overheating was noted.
Main AC breaker / source selection	Shore 1 / Shore 2 main breakers.	Shore 1 and Shore 2 main breakers were observed forward of the inlets. Generator source interlocking was not tested.
AC panel / branch protection	Cabin AC distribution panel.	Main AC panel was observed on the aft bulkhead of the forward cabin; labels were legible and access was clear.
Reverse-polarity indication	Reverse-polarity indicator.	Reverse-polarity indicator was observed; its fault indication was not tested.
GFCI protection / receptacles	GFCI receptacles; Marr tester.	Accessible GFCI receptacles responded to a Marr GFCI tester.
Neutral / grounding arrangement	Installed design not verified.	Shore-neutral isolation, AC protective grounding and generator neutral switching/bonding were not traced or tested (Recommendation 4).
Galvanic isolator / isolation transformer	Installed protection not identified.	No galvanic isolator or isolation transformer was located. This does not establish absence or non-compliance (Recommendation 4).
Battery banks / type / location	HP31D identification noted; count/ratings unresolved. F [3]: AGM starting batteries ≥800 MCA / 135 min reserve.	HP31D starting batteries were recorded as "2", although the locations list two beneath the starboard helm seat and one beneath the port dinette. Blue Sea ML-ACR charging relays and ML-RBS remote battery switches were observed. House batteries were noted below the cabin sole. Confirm count, bank allocation and battery ratings (Recommendation 4).
Battery restraint / trays / covers	Battery trays and restraints.	Observed batteries were secured in trays with restraints.
Cables / terminal protection	Terminal protective covers.	Observed terminals had protective covers. Full ABYC compliance was not established by visual inspection alone.
Charger / inverter equipment	Two ProNautic 12-40P chargers.	Two ProNautic 12-40P chargers were observed: below the cabin sole and below the port helm dinette. Both displays showed 14.2 V; capacity/load tests were not performed.

Section conclusion, limitations and photo references

Observed chargers and GFCIs operated during basic checks. Electrical source grounding and corrosion protection require specialist verification. Battery count/type remain unresolved.

Related recommendations: 4, 7

Related photos: None

12. PLUMBING & TANKAGE

Component	Installed arrangement / specification	Condition and material observations
Fresh-water tanks / capacity / support	Plastic tank below cabin sole; F [1]: 45 US gal (170 L).	Plastic freshwater tank was observed below the cabin sole. Limited access prevented reading its identification/capacity plate.
Fill and vent arrangements	Starboard combined fill/vent.	Combined freshwater fill/vent was observed on the starboard gunwale.
Pumps / accumulator	Shurflo Aqua-King II 4158-153-E75.	Shurflo Aqua-King II 4158-153-E75 pump was observed below the aft cockpit sole and operated when tested.
Water heater / relief valve	Concealed mid-cabin water heater.	Water heater was concealed behind the mid-cabin berth wall and was not examined.
Hot / cold distribution plumbing	Red/blue freshwater lines.	Accessible red/blue water lines were secure with no visible leakage.
Galley / head sink drains	Galley/head outlets; routes unresolved.	Notes place galley/head sink outlets to port; another entry places sink/sump outlets to starboard. Individual routes were not fully traced (Recommendation 11).
Heads / toilets	VacuFlush system.	VacuFlush toilet operated when tested. Model identification was inaccessible behind the generator.
Holding tank / vent / pump-out	Port transom pump-out/vent; F [1]: 20 US gal (76 L).	Holding-tank pump-out and vent were observed on the port transom. Tank capacity remained a published specification.
Y-valves / overboard discharge	Discharge arrangement not identified.	Y-valve/discharge lockout arrangement was not observed (Recommendation 11).
Sanitation hose / shower sumps	Mid-cabin shower sump.	Shower sump was observed below the mid-cabin sole; pumps operated when tested.

Section conclusion, limitations and photo references

Freshwater, toilet and sump operation was satisfactory during basic checks. Concealed heater/tank details and sanitation/drain routing were not fully verified.

Related recommendations: 11

Related photos: None

13. SEA CONNECTIONS, BILGES & PUMPS

Component	Installed arrangement / specification	Condition and material observations
Engine cooling seacocks / strainers	Outboard lower-unit cooling pickups.	Cooling-water telltale flow was observed from all three outboards.
Generator cooling seacock / strainer	Bronze generator intake valve and strainer.	Generator intake valve and strainer were observed forward of the generator. Bronze valve operated by hand; no pressure test was performed.
Head inlet / discharge seacocks	Bronze valve identified as head inlet; route unverified.	A bronze valve identified in the notes as the head inlet was observed in the aft lazarette and operated by hand. Its service route requires confirmation (Recommendation 11).
Sink / appliance discharges	Sink/sump drains; routes unresolved.	Drain routing was not fully traced; port/starboard outlet descriptions conflict in the field notes.
Transducers / sensors	Through-hull and port-transom side-scan transducers.	A through-hull transducer was observed in the aft lazarette and a side-scan transducer on the port transom. One mounting screw was missing; a temporary repair was made in the slings (Recommendation 6).
Through-hull and seacock materials	Accessible bronze fittings.	Accessible bronze valves and through-hulls had no visible damage or corrosion.
Hoses / clamps / accessibility	Accessible stainless-steel clamps.	Accessible stainless-steel hose clamps had no visible damage or corrosion.
Bilge-pump quantity / locations	Two aft 2,000 GPH pumps; forward 1,100 GPH pump.	Two aft Attwood 2,000 GPH pumps with float switches operated when tested. A forward Sahara 1,100 GPH pump/float combination was observed.
Automatic switches / high-water alarm	Automatic float switches; alarm test not documented.	Automatic bilge-pump switches operated when tested. A separate high-water alarm response was not documented.
Manual pump / discharge arrangements	Electric bilge pumps; no manual pump observed.	No manual bilge pump was observed. Electric bilge-pumping arrangements were fitted.
Livewell	Port aft livewell.	Port aft livewell pump did not operate when tested (Recommendation 12).

Section conclusion, limitations and photo references

Accessible fittings and bilge pumps appeared serviceable. Permanently secure and seal the transom transducer; restore livewell operation. Separate high-water alarm operation was not documented.
Related recommendations: 6, 11, 12
Related photos: None

14. LPG, HEATING & DOMESTIC EQUIPMENT

Component	Installed arrangement / specification	Condition and material observations
LPG/CNG cylinders / locker / drain	No LPG system observed.	No LPG installation was observed.
Regulator / gauge / remote shutoff	Not applicable.	Not applicable; no LPG system observed.
Supply lines / leak detection	Not applicable.	Not applicable; no LPG system observed.
Stove / oven / microwave	Kenyon electric range and cockpit grill.	Kenyon electric galley range and cockpit grill were observed; cooking operation was not tested.
Cabin heater / fuel / exhaust	Dometic reverse-cycle air conditioning.	Dometic reverse-cycle systems were operated on shore power. Heat-mode performance was not separately recorded.
Refrigerator / freezer	Two Isotherm CR65 refrigerators and helm drawer freezer.	Isotherm cockpit CR65 refrigerator, serial [REDACTED]; helm drawer freezer identification [REDACTED]; cabin CR65 refrigerator, serial [REDACTED]. Appliances were observed; cooling performance was not separately documented.
Air conditioning / heat pump	Dometic 18,000 / 12,000 BTU units.	Dometic 18,000 BTU unit, serial [REDACTED], and 12,000 BTU cabin unit were observed. Both operated on shore power during inspection.
CO / smoke / LPG alarms	Mid-cabin CO alarm; no smoke alarm located.	Mid-cabin CO alarm responded to its test button. Brand, replacement date and sensing performance were not confirmed. No smoke alarm was located (Recommendations 3 and 5).
Other domestic equipment	Sylvox TV; cockpit grill/service centre.	Sylvox flat-screen TV was observed but not functionally tested. Kenyon range/grill operation was not tested.

Section conclusion, limitations and photo references

Both air-conditioning units operated on shore power. Cooking appliances and TV were not operated. CO alarm self-test response does not establish detector age or sensing performance; smoke detection should be added.

Related recommendations: 3, 5

Related photos: None

15. OUTBOARDS, STERNDRIVES & TRANSOM SYSTEMS

Component	Installed arrangement / specification	Condition and material observations
Make / model / serial / horsepower	Three Mercury Verado 350 hp outboards.	Port [REDACTED]; centre [REDACTED]; starboard [REDACTED]. See Section 7 for hours and reported replacement history.
Mounting bolts / brackets	Stainless-steel transom mounting hardware.	Visible stainless-steel mounting hardware had no damage or loose fasteners noted; torque was not checked.
Transom structure / moisture / cracking	Fibreglass/foam hull; accessible transom.	Transom was visually examined and percussion tested. No damage or softness was noted in accessible/tested areas.
Steering cylinder / link arm / tie bar	Verado steering linkages.	Visible steering linkages had no damage noted.
Controls / cables / rigging hose	Mercury DTS wiring/rigging.	DTS operated normally; accessible wiring/rigging appeared serviceable and supported.
Fuel hose / filters / connections	Fuel hoses and three fuel/water separators.	Accessible fuel hoses appeared serviceable. Three inline fuel/water separators were observed.
Tilt / trim operation	Power trim/tilt.	Power trim and tilt operated on all three engines.
Gearcase / skeg / propeller	1.75:1 identification; Enertia ECO propellers.	Gearcase identification indicated 1.75:1 ratios. Starboard housing damage is addressed in Recommendation 9.
Bellows / gimbal / transom shield	Not applicable.	Not applicable; outboard configuration.

Section conclusion, limitations and photo references

Outboard mounting, trim and accessible rigging appeared serviceable. Replacement of the centre/starboard gearcases in 2025 was reported; records were not reviewed.

Related recommendations: 2, 8, 9

Related photos: 6, 7, 9–11

16. NAVIGATION, ELECTRONICS & DECK EQUIPMENT

Component	Installed arrangement / specification	Condition and material observations
Compass / magnetic deviation indication	Ritchie compass.	Ritchie helm compass was observed without visible damage. Deviation was not measured.
VHF / AIS / antennas	Raymarine VHF/AIS.	Raymarine VHF/AIS equipment was observed; communication and AIS operation were not tested.
GPS / chartplotter / displays	Dual Raymarine displays.	Two Raymarine helm displays operated when tested. Model/software details were not recorded.
Radar / scanner / mount	Raymarine open-array radar.	Raymarine open-array radar was visually examined but not operated.
Depth / speed instruments	Displayed depth and speed.	Depth and speed readings displayed on the Raymarine screens; calibration was not verified.
Autopilot / rudder-angle indication	Mercury joystick; autopilot installed/reported.	Joystick steering operated when tested. Autopilot was not tested.
Horn / wipers / searchlight	Wipers, searchlight, hardtop trumpet horns.	Three pantograph wipers and searchlight operated when tested. Dual hardtop trumpets were observed; horn operation was not documented.
Navigation and anchor lights	Navigation/anchor-light installation.	Navigation lights operated when tested. Light sectors and range were not measured.
Windlass / controls / protection	Quick windlass; 8.3 mm chain / 14.7 mm nylon rode.	Quick windlass and accessible 8.3 mm chain / 14.7 mm nylon rode were visually examined. Windlass was not operated; complete rode was not deployed.
Dinghy / outboard / davits	None observed.	No dinghy installation was observed.
Canvas / enclosure / boarding equipment	Canvas and clear-window helm enclosure.	Canvas helm enclosure and clear plastic windows were clean and in very good condition.

Section conclusion, limitations and photo references

Dual displays, joystick, wipers, searchlight and navigation lights operated. VHF/AIS, radar, autopilot and windlass operation remained untested.

Related recommendations: 6, 11

Related photos: 1, 2, 6

17. SAFETY, FIREFIGHTING & GROUND TACKLE

Component	Installed arrangement / specification	Condition and material observations
PFDs / lifejackets	Six adult PFDs.	Six adult-sized PFDs were observed in the forward cabin locker. Approval labels and suitability for each intended occupant require confirmation.
Lifebuoy / heaving line / reboarding	Port lifebuoy/heaving line; starboard ladder.	Lifebuoy and heaving line were observed to port; reboarding ladder was fitted on the starboard swim platform. Line lengths were not recorded.
Flares / distress equipment	Expired signals in forward cabin safety box.	Observed expired inventory: 4 Orion hand flares (2022); 3 Orion smoke signals (2023); 6 Skylight hand flares (2022); 12 × 12-gauge signals, six marked 2022 and six 2025. No in-date replacement set was recorded (Recommendation 1).
Sound signal / navigation shapes	Hardtop trumpet horns.	Dual trumpet horns were observed on the hardtop. Operation and navigation-shape inventory were not documented.
Portable fire extinguishers	Three 10B:C portable extinguishers.	Three 10B:C extinguishers were observed: one in port helm dinette locker and two in cabin. Service dates were not identified (Recommendation 3).
Fixed fire-suppression system	Sea-Fire automatic system.	Sea-Fire automatic suppression cylinder was observed in the aft lazarette. Service date was not identified (Recommendation 3).
Smoke / CO / LPG alarms	CO alarm; smoke alarm not located.	CO alarm test button produced a response; sensing capability and replacement date were not established. No smoke alarm was located.
Emergency steering / first aid	First-aid kit reported removed.	First-aid kit was reported removed before inspection; emergency steering provision was not separately documented.
Primary anchor / rode	22 lb Bruce-style anchor.	A chrome-plated 22 lb Bruce-style anchor was visually examined and secured on the bow roller.
Secondary anchor / rode	Not recorded.	Secondary anchor was not recorded.
Windlass / chain stopper / bitter end	Quick windlass and secured bitter end.	Quick windlass was not operated. Rode bitter end was secured and chain shackle was observed; entire rode was not inspected.
Mooring lines / fenders	Mooring lines and fenders.	Observed mooring lines and fenders appeared serviceable.

Section conclusion, limitations and photo references

The observed distress signals were expired. Fire-equipment service status and CO alarm replacement date require verification; no smoke alarm was located. Confirm a complete voyage-appropriate safety inventory before departure.

Related recommendations: 1, 3, 5, 11

Related photos: None

18. SEA TRIAL & OPERATIONAL TESTING

Sea trial status	Performed	Operator	██████████, owner; Steve Allen, surveyor
Conditions	Clear and calm	Loading	[Not recorded — confirm]
Start hours recorded	721.3; engine not identified	End hours recorded	721.8; engine not identified
Highest RPM recorded	5,800; per-engine values not recorded	Speed recorded	38 mph (about 33 kn); cruise RPM not recorded
Component	Installed arrangement / specification	Condition and material observations	
Starting behaviour / idle quality	Three Verado 350 hp outboards.	All three engines started normally.	
Shift engagement ahead / astern	Mercury DTS controls.	Ahead/astern shift response was satisfactory.	
Throttle response / rated RPM	Verado 350 published full-throttle range 5,800–6,400 rpm; actual P/C/S readings to record.	Throttle response was smooth. Maximum observed 5,800 rpm was recorded; the restricted trial area prevented sustained full-throttle assessment. Maximum attainable RPM was not established.	
Engine gauges / alarms / charging	SmartCraft VesselView and engine gauges.	Gauges displayed operating information; alarm activation tests were not recorded.	
Steering response / tracking	Verado steering and Mercury joystick.	Steering responded as directed.	
Vibration / noise / drivetrain	Triple outboard gearcases and propellers.	No excessive vibration was noted during the limited trial.	
Cooling-water flow / temperatures	Outboard cooling pickups/telltails.	Cooling-water telltale flow was observed from all three engines; individual temperatures were not recorded.	
Bilge / shaft-seal / engine-room recheck	Aft bilge; no inboard shaft seals.	Post-trial bilge recheck was not documented; inboard shaft seals are not fitted.	
Electronics / autopilot / trim / thrusters	Joystick, autopilot and Bennett trim tabs; no bow thruster.	Joystick operated; autopilot was not tested.	

Section conclusion, limitations and photo references

Acceleration was smooth and the vessel handled well in the restricted trial area. Recorded RPM/speed and hours lack a full per-engine/load schedule; sustained full-throttle capability and untested systems remain outside the demonstrated results.

Related recommendations: 2, 7, 8, 11

Related photos: None

19. VALUATION & MARKET ANALYSIS

Effective date	October 8, 2026	Location / market	Vancouver Island / coastal BC
Fair market value	CAD \$475,000	Insurance value	CAD \$475,000
Replacement cost new	Approx. CAD \$1,530,000*	Currency	Canadian dollars; excluding taxes

Valuation rationale

Fair market value is indicated at CAD \$475,000 as presented, within an opinion range of \$450,000–\$510,000. Very good presentation, triple 350 hp power and local availability support the indication; roughly 720 recorded hours, cooler deposits and unresolved generator/electrical details limit it. Reported replacements receive no separate upgrade allowance without invoices. No verified closing prices, repair quotations or mechanical teardown were available. Adverse specialist findings may require revision. Recommended used-vessel insurance value is also \$475,000, subject to policy/agreed-value terms.

Comparable vessels

Comparable	Place	Price / status	Source / date	Comparison
2016 345 Conquest	Hingham, MA	US\$249,995 ask ≈CAD \$356,100	M1; 13 Oct 2026	Triple 350s, 660 h; joystick, generator and AC. Close configuration; lower reference.
2017 345 “Chaos”	Quincy, MA	US\$364,900 ask ≈CAD \$519,800	M2; 13 Oct 2026	Triple 350s, 638 h; upper helm, FLIR, recent updates. Superior options; upper reference.
2018 345 Pilothouse	Vancouver, BC	CAD \$649,900 ask	M3; 13 Oct 2026	Advertised repower with triple 300s, 36/53/36 h and remaining warranty. Superior machinery; secondary upper reference.
2017 345 “Shooter”	Vancouver, BC	CAD \$569,000 displayed; Sold	M4; 13 Oct 2026	Triple 350s, 145–162 h; boathouse kept. Historical advertisement; closing price/date unknown. Context only.

Advertisements are asking prices, not confirmed sales. Retrieved October 13, five days after the effective date; October 8 listing status was not independently established. US conversions use indicative US\$1 = CAD \$1.4245, reported for October 8 by Reuters [M5], rounded to \$100. Taxes, transport and import costs are excluded. Vessel and installed equipment only; no tender or trailer included.

BUC reconciliation

BUC [5] current retail converts to about CAD \$407,400–\$448,000; its Better Condition / Northern Pacific Coast–Alaska band converts to \$492,900–\$542,000. The \$475,000 opinion lies between them: cosmetic presentation supports part of the higher allowance, while unresolved machinery/electrical issues prevent full adoption. Engine/options adjustments are not itemized. Original USD figures are in Appendix C.

Replacement cost qualification

*About CAD \$1,530,000 is a modern-equivalent reference based on advertised USD \$1,073,800 MSRP for a larger 2026 365 Conquest [M6/M7], excluding options, freight and taxes. It is not an exact configured replacement quote. BUC’s separate unadjusted replacement guide is USD \$637,000 (about CAD \$907,400). See Appendix B reference notes.

20. RECOMMENDATION REGISTER

Priority A — safety-critical/immediate; B — before use or short term; C — maintenance/advisory; V — verification, documentation or specialist assessment.

# / Pri.	System and finding	Recommended action and reference	Photo
1 / A	Distress signals All recorded signals were expired.	Before departure, replace with a current Transport Canada-approved voyage-appropriate set. Base requirement for this length is 12 pyrotechnic signals, no more than six smoke, plus a watertight flashlight. Apply reductions/exemptions only when their conditions are met. Safely dispose of expired signals. Small Vessel Regulations s.205 [S1].	—
2 / B	Engine cooling Salt-like deposits / suspected seepage at port and centre charge-air coolers.	Before extended operation, have a Mercury-qualified technician inspect both coolers, end caps, seals and cooling connections; identify the source, repair as necessary and verify leak-free operation. Residue alone does not identify a failed seal or an internal leak. Use serial-specific Mercury service instructions; model reference [3].	9–11
3 / B	Fire and CO safety Fire-equipment service dates and CO alarm age were not established.	Before overnight use or generator operation, verify portable extinguishers and Sea-Fire system inspection/service status. Read CO alarm identification/replacement date; confirm marine suitability and coverage of habitable spaces. Replace overdue/unidentified alarms and test per maker instructions. ABYC A-4/A-24; [S2].	—
4 / V	AC and batteries Source grounding untested; corrosion protection not located; battery notes conflict.	Have a qualified marine electrician verify shore-neutral isolation, protective grounding and generator neutral/source switching to the installed design. Identify/test any galvanic isolator or transformer; assess protection without assuming absence. Confirm battery count, bank allocation, AGM type and Mercury starting ratings. ABYC E-11/A-28; [3].	—
5 / B	Smoke detection No smoke alarm was located in the accommodation.	Install a suitable marine smoke alarm in the accommodation before overnight use, following the maker's location/power instructions; provide audible coverage of sleeping areas. Advisory fire-safety recommendation; no specific statutory breach is asserted.	—
6 / B	Transducer mounting Port transom transducer was missing a mounting screw; temporary repair only.	Permanently refasten and reseal the bracket with suitable marine fasteners/sealant. Check remaining fixings and mounting-hole integrity; verify secure operation. Maker installation instructions.	—

Recommendation Register continued

# / Pri.	System and finding	Recommended action and reference	Photo
7 / V	Generator repair Generator inoperative during survey; later repair/readings owner-reported.	Obtain repair documentation and have the gasoline generator run and load-tested by a qualified technician. Verify AC voltage/frequency, capacity, cooling, exhaust, alarms/shutdowns and safe source transfer before relying on operation. Kohler instructions [4]; ABYC A-27/P-1.	—
8 / V	Repair history 2025 powerhead, gearcase and steering replacements reported.	Obtain Mercury dealer/warranty invoices confirming centre powerhead, centre/starboard gearcases and steering work, serial associations and subsequent maintenance. Seek diagnostic/history review; displayed hours do not date replaced components.	—
9 / C	Starboard gearcase Local aluminium housing damage observed.	Have a Mercury technician assess damage depth/location and rule out cracking or leakage; repair/protect exposed aluminium as advised. Escalate before operation if structural damage or leakage is found.	7
10 / C	Cockpit covering Ultra-deck edge lifted at starboard cockpit entry.	Rebond the lifted area and inspect adjacent adhesion to prevent a trip hazard and further lifting. Covering maker's instructions.	8
11 / V	Untested equipment Fuel/drain/sanitation routes and several safety/operational details unverified.	Before purchase, trace fuel supply shutoffs/anti-siphon protection, generator siphon break, drain outlets and sanitation discharge lockout. Confirm high-water alarm, horn, VHF/AIS, radar, autopilot, windlass and full rode. Complete voyage safety inventory, including PFD approvals/fit, line lengths, flashlight/radar reflector and first aid. ABYC H-24/P-1; [S1].	—
12 / C	Livewell Port aft livewell pump did not operate.	Diagnose supply, switch, pump and intake; restore operation and verify the intake/discharge circuit remains secure and leak-free.	—

Priorities: A before departure; B before the specified use or short term; C maintenance; V specialist/documentary verification. References identify guidance families, not a complete compliance audit. Photograph numbers refer to Appendix A.

21. CONCLUSIONS, CERTIFICATION & SIGN-OFF

Survey conclusion

██████'s accessible hull, cabin structure and finishes were in very good overall condition for its age. The limited trial demonstrated starting, shifting, steering and basic operation of all three outboards; sustained maximum performance was not established. Address the safety items and complete the mechanical/electrical verification in the Recommendation Register before relying on affected systems or completing the purchase. Generator repair remains owner-reported. Subject to these limitations and recommendations, the configuration is appropriate for recreational fishing and cruising. The indicated fair market and recommended used-vessel insurance values are CAD \$475,000; this opinion does not determine an insurer's acceptance.

This report is not a certificate of seaworthiness and does not warrant the vessel's future condition. It records the condition observed on the survey date, subject to the stated scope, inspection conditions and limitations. The report must be considered as an entire document; no section is intended to be relied upon independently.

I certify that the factual statements in this report are true and correct to the best of my knowledge and belief; the analyses, opinions and conclusions are my independent professional opinions; I have no undisclosed interest in the vessel or the parties; and my compensation is not contingent upon a predetermined value or outcome.

Report date	October 13, 2026	Surveyor	Steve Allen
Signature		Credential	ABYC Certified Marine Standards Advisor

Owner / master completion certification

I certify that the recommendations identified below have been completed in detail. Supporting invoices, photographs or specialist documentation should be attached where requested.

Completed items	_____	Completion date	_____
Owner / master name	_____	Signature	_____

APPENDIX A — PHOTOGRAPHIC RECORD (1 OF 4)

Photographs supplied by the surveyor. Numbers identify findings and recommendations in this report.



Photo 1 — Starboard forward profile, afloat at dock.



Photo 2 — Starboard aft profile and triple outboards, afloat.



Photo 3 - Displayed pleasure craft licence.
Identifier redacted for privacy.

APPENDIX A — PHOTOGRAPHIC RECORD (2 OF 4)

Photographs supplied by the surveyor. Numbers identify findings and recommendations in this report.

	Photo 4 - Vessel name marking. Name redacted for privacy.
	Photo 5 - Hull identification marking. Identifier redacted for privacy.
	Photo 6 — Aft cockpit, transom and outboard installation.

APPENDIX A — PHOTOGRAPHIC RECORD (3 OF 4)

Photographs supplied by the surveyor. Numbers identify findings and recommendations in this report.



Photo 7 — Starboard gearcase housing damage; Recommendation 9.



Photo 8 — Lifted Ultra-deck at starboard cockpit entry; Recommendation 10.



Photo 9 — Centre charge-air cooler deposits; Recommendation 2.

APPENDIX A — PHOTOGRAPHIC RECORD (4 OF 4)

Photographs supplied by the surveyor. Numbers identify findings and recommendations in this report.



Photo 10 — Port charge-air cooler deposits; Recommendation 2.



Photo 11 — Centre cooler area annotated as seepage in the notes; source to verify. Recommendation 2.

APPENDIX B — DOCUMENTS, SOURCES & ADDITIONAL NOTES

Registration / ownership documents	Photographed HIN/licence markings. Ownership/title documents not supplied; confirm before purchase.
Service / repair records	2025 powerhead, gearcase and steering work reported; invoices not reviewed. Generator fuel-pump replacement/readings reported after inspection.
Manufacturer specifications	[1] Boston Whaler 2017 345 Conquest specification/equipment sheet, four pages. [2] Boston Whaler 345 Conquest owner's manual (model reference; edition applicability qualified). [3] Mercury Marine Bulletin 2015-06, March 2015. [4] Kohler 7.5EKD specification G2-129, December 2015. Sources below.
Valuation sources	BUCValuPRO [5], 131st edition, October 13, 2026; USD; original sheet in Appendix C. Market advertisements M1–M4; FX M5; replacement reference M6/M7. No verified closing prices.
Standards / references	Small Vessel Regulations [S1]; ABYC guidance families cited in the register [S2]. No complete standards compliance certification.
Specialist reports / invoices	No independent Mercury, generator or electrical specialist report was supplied.

Additional notes

Published usable fuel capacity may differ from gross tank stamping. Published weights/draft do not establish measured displacement or actual engine-down draft. Cosmetic condition is separate from mechanical fitness.

Confirm HP31D battery count/bank allocation, port/starboard drain routing, head-valve identity, generator serial transcription and repair/test documentation, and individual sea-trial hour/RPM attribution. These matters remain qualified in the findings and recommendations.

The BUC sheet is reproduced unchanged in Appendix C. Section 19 distinguishes its guide ranges from this report's market opinion. The modern-equivalent replacement reference uses a dealer advertisement describing MSRP, excluding options, freight, taxes and registration. A configured Canadian quotation is needed for a replacement-cost policy. The 365 Conquest is a larger current model rather than an exact replacement of the 2017 345.

Reference links

Market and safety sources reviewed October 13, 2026. Manufacturer references identify model specifications; source applicability is qualified in the text. Click a source name to open it. Listings may change.

[\[1\] Boston Whaler 2017 specification sheet](#)

[\[2\] Boston Whaler 345 model manual](#)

[\[3\] Mercury Marine Bulletin 2015-06, March 2015](#)

[\[4\] Kohler 7.5EKD specification G2-129](#)

[\[5\] BUCValuPRO supplied sheet, 131st edition, October 13, 2026](#)

[M1 — 2016 345 Conquest, Hingham](#)

[M2 — 2017 Chaos, Quincy](#)

[M3 — 2018 repowered Pilothouse, Vancouver](#)

[M4 — 2017 Shooter, historical advertisement marked Sold](#)

[M5 — Reuters October 8 USD/CAD indication](#)

[M6 — 2026 365 Conquest dealer MSRP advertisement](#)

[M7 — Boston Whaler current 365 Conquest](#)

[S1 — Small Vessel Regulations](#)

[S2 — ABYC standards list](#)

[S2 — ABYC CO detector guidance](#)

APPENDIX C — BUC VALUATION REFERENCE

Supplied BUCValuPRO sheet dated October 13, 2026. All printed values are US dollars. The original guide is retained as valuation evidence; reconciliation with the vessel's condition and market opinion is in Section 19.

10/13/26, 9:30 AM

BUCValuPRO.com



ASSURED MARINE SURVEY LTD STEVE ALLEN		October 13, 2026	
BOSTON WHALER, INC., EDGEWATER, FL, USA (MIC: BWC) DIV OF BRUNSWICK CORP			
Model Year	2017	Hull Material	Fiberglass
Model	345 CONQUEST	Hull Configuration	Deep Vee
Length Overall	35' 11"	Draft	1' 10"
Length On Deck	34'	Beam	11' 8"
Boat Type	Cabin Cruiser Hard Top	Weight	14200 lbs.
Engine Type	OB	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	\$286,000-\$314,500 131st edition.
Fair Market Value Adjusted for <u>Better Condition</u> in the Northern Pacific Coast/Alaska	\$346,000-\$380,500
Unadjusted Replacement Value	\$637,000

All prices in US Dollars.

1/1