VdV Marine Survey

1981 40' Ocean Alexander Ocean 40

"XXXX"

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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXX"

1981 40' Ocean Alexander Ocean 40

Conducted By
Cpt. Mark Van der Vliet

Van der Vliet Marine, LLC
(406) 270-2221

Prepared For

XXXXXXXXX

Date Of Survey: Novembe 19, 2025
Report Submitted On: November 20, 2025

SOCIETY OF ACCREDITED MARINE SURVEYORS, SA #299
American Boat and Yacht Council Standards Advisor

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXX, Mark Van der Vliet did attend onboard the 1981 40' Ocean Alexander Ocean 40 "XXXX" on Novembe 19, 2025 to conduct a Pre-Purchase marine survey.

The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number EYSXXXXX0581 was verified. I certify that the photographed image of the vessel's Hull Identification Number (HIN), which appears below in this report, is true and accurate and was taken on the date indicated below.

The reason for the survey was to ascertain the physical condition and value of the vessel. A limited trial run was performed and an out-of-the-water inspection of the exterior of the hull's wetted surfaces and running gear was performed.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters

that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

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. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Pre-Purchase Report of Marine Survey:

APPEARED: 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 testing, etc.).

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

POWERED UP: Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among

various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

Use of the letters "**A**", "**B**" or "**C**" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section, pertaining to the lettered item. *PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.*

Deficiencies noted under "**A**" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "**B**" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "**C**" findings are deemed "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" and considered lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

ENGINE SURVEY

Racer Marine performed a separate mechanical survey on the engine, transmission and generator at the time of survey. Questions about the condition of these systems should be directed to that surveyor.

REPORTED VESSEL DISCLOSURE COMMENTS

The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

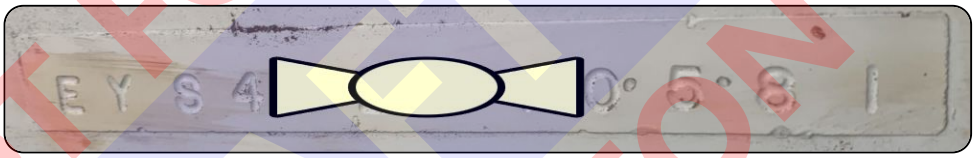
GENERAL INFORMATION

General Survey Information

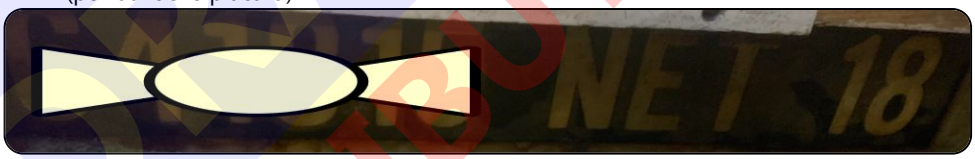
FILE NUMBER	VdV-3013
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on Novembe 19, 2025 from 9am - 4pm.
LOCATION OF SURVEY INSPECTION	Tacoma Yacht Club, Tacoma, WA.
LOCATION OF BOTTOM INSPECTION	Gig Harbor Boatyard, Gig Harbor, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXX, the buying broker XXXXXXXX from XXXX Yacht Sales, the selling broker XXXXXX, the mechanical surveyor Racer from Racer Marine, and the owners XXXXXXXXX.
VESSEL OWNER	XXXXXXXXX

General Vessel Information

VESSEL BUILDER	Ocean Marine Co., LTD.
HIN (HULL IDENTIFICATION NUMBER)	EYSXXXX0581



MODEL YEAR	1981 (per Hull Identification Number)
YEAR BUILT	1981 (per U.S.C.G. Documentation)
HULL NUMBER	XXXX (per builder's placard)



DOCUMENTED HAILING PORT	Tacoma, WA
HAILING PORT DISPLAYED	Tacoma
U.S.C.G. DOCUMENTATION NUMBER	XXXXXX (expired).
U.S.C.G. DOCUMENTED FOR	No coastwise No fisheries: Foreign built.
STATE REGISTRATION NUMBER	XXXXXXX (the affixed decal was current).

STATE REGISTERED VESSEL OWNER	XXXXXXX
VESSEL MATERIAL	Fiberglass

LENGTH OVERALL (LOA)	Reportedly, 40' 10"
REGISTERED LENGTH	40' (per WA State Registration) 39.1' (per U.S.C.G. Documentation)
LENGTH ON DECK (LOD)	Reportedly, 40.83'
LENGTH WATERLINE (LWL)	Reportedly, 36'
BEAM	Reportedly, 13' 4"
REGISTERED BEAM	13.9' (per U.S.C.G. Documentation)
DRAFT	Reportedly, 3' 4"
OVERHEAD CLEARANCE	Reportedly, 16'
DEPTH	6.5' (per U.S.C.G. Documentation)
GROSS TONNAGE	23 GRT (per U.S.C.G. Documentation)
NET TONNAGE	18 GRT (per U.S.C.G. Documentation)
WEIGHT	Reportedly, 22,500 lbs. Dry
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

Rating & Valuation Summary

VESSEL OVERALL RATING	**AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$75,700 per surveyor's assessment**
ESTIMATED REPLACEMENT COST	**$1,145,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

Forward V-berth with vertical chain locker access, storage below and above, overhead escape hatch, port side enclosed head, starboard hanging locker, leading aft and up 4 steps to the main cabin.

The main cabin has a starboard helm followed by the L-shaped galley, port forward L-shaped dinette leading aft to storage cabinet with fiddle shelf and 4 steps down to the aft stateroom.

The aft stateroom has an island berth with storage cabinets either side and an enclosed head. A starboard ladder leads up and aft through a sliding hatch and door to the aft deck.

Sliding doors either side of the main cabin open to the side decks with walkways all around to the bow and stern.

The aft house deck is accessed aft and either side and the flybridge is accessed by the aft house deck ladder. The flybridge has a centerline helm, crew seating either side, and full enclosure bimini.

VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Semi-Displacement, with partial long keel.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoated hull with blue boot stripe.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept.

BULKHEADS

Athwartships reinforcement provided by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic). A complete inspection was not possible due to limited access.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by sandwich cored fiberglass longitudinal stringers and athwartships transversals. A complete inspection was not possible due to limited access.

BILGES

A coated surface was used in the bilges.

GENERAL BILGE CONDITION

Some of the bilge spaces required general cleaning/detailing, and were observed with minor water accumulation.

Finding C-1

The bilges required routine drying, cleaning/detailing.

Recommendation

Clean the bilges, as necessary.

CHAIN LOCKER DRAINAGE

Appeared to have drainage to the bilge. Recommend verifying.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear where sighted.

SWIM PLATFORM

Teak swim platform with five (5) bronze support brackets.

Finding C-2

A minor crack in the teak at the starboard dinghy mounting hardware fasteners was sighted.

Recommendation

No action is required at time of survey. Monitor often and repair, as necessary.

BOARDING SWIM LADDER

A folding stainless steel boarding ladder was installed at the transom. The boarding swim ladder was inspected and found to function as intended.

VESSEL LIST

The vessel did not have any significant listing during the survey (a nearly straight waterline was observed).

MOISTURE COMMENTS

An FM Wave type moisture meter (Protimeter) was used as a reference gauge for conductivity in various areas of the vessel, with particular attention given to areas around the hull, deck and superstructure penetrations. There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull, deck and superstructure penetrations.

Deck Arrangement

DECK MATERIAL

Cored FRP with blue nonskid at flybridge and aft house top.

DECKING OVERLAY

Teak. The teak decks had no significant wear & tear.

PHENOLIC TESTING

A phenolic hammer percussion sounding was performed on the accessible areas of the deck and superstructure with no abnormalities noted.

BULWARKS

Molded fiberglass bulwarks (part of the deck's layup) with varnished cap-rails. Found secure. Appeared serviceable.

RUB-RAILS

Dual teak rails with stainless steel striker strips. Found secure. No damage to the rub-rails or missing striker screws were sighted, except where noted.

Finding C-3

Approximately 7" of the starboard forward rubrail base sighted with slight damage. No soft wood was observed, and no hull damaged was sighted.

Recommendation

No action is recommended at time of survey. Monitor often, and address as necessary.

HULL-TO-DECK JOINT TYPE

Structurally sound, where sighted.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

Structurally sound, where sighted.

Bridge Arrangement

BRIDGE MATERIAL

Cored FRP (fiber reinforced plastic).

BRIDGE TYPE

The flybridge provided a helm station and crew seating areas.

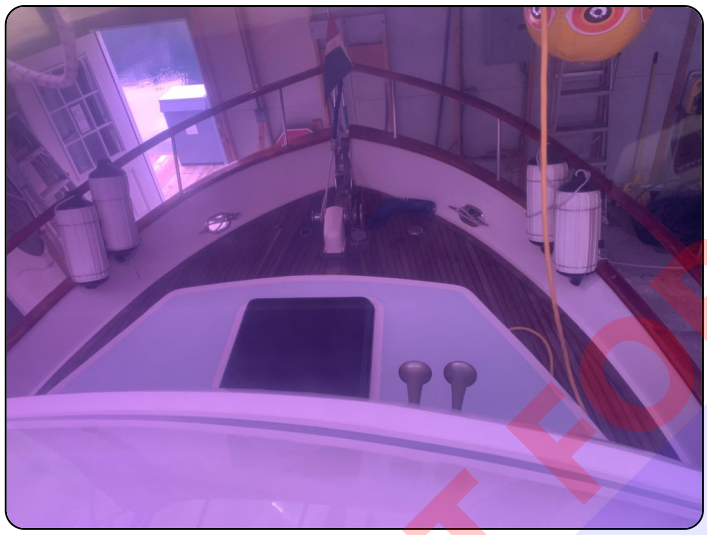
BIMINI TOP

The bimini top was blue Sunbrella type fabric with stainless steel support piping. Found secure.

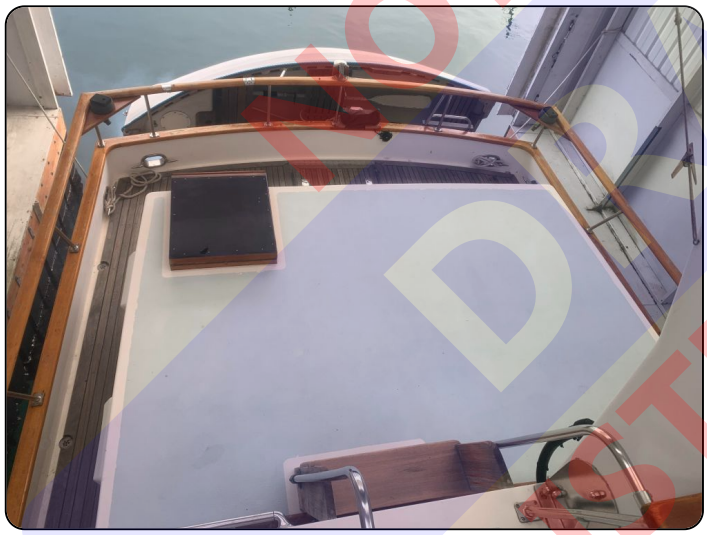
EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

DECK PHOTO



COCKPIT PHOTO



FLYBRIDGE PHOTO

BOATHOOK

Two (2) aluminum boathooks observed onboard. Appeared serviceable.

BBQ GRILL

BBQ Grillware (unsecured) at flybridge.

BOARDING GATE(S)

Wood railing boarding gates either side house at sliding house doors. Found secure and operational.

DECK RAILINGS

Varnished deck railings on stainless steel stanchions ran around the full perimeter of the vessel. The railing stanchion mounts were found to be secure when moved by hand.

SAFETY RAILING

Varnished wood safety railing with stainless steel stanchions at flybridge. The railing mounts were found to be secure.

HANDRAILS

Stainless steel handrails were fitted at convenient locations of the vessel. The handrails were found to be secure.

EXTERIOR BRIGHT WORK

Some areas of the exterior hand rail bright work varnish had general weathering.

CABIN VENTILATION

Provided by the foredeck hatch, the opening portlights, and the main cabin sliding windows and doors. Appeared adequate.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

CLEATS

Two (2) either midship stainless steel horn type. The cleats were found to be secure.

DECK HATCHES

One (1) forward escape hatch. The hatch was operational and fit for use with no significant UV crazing in the hatch glass. Monitor frequently for signs of leakage.

EXTERIOR DECK ACCESS HATCHES

One (1) teak aft deck hatch. Clear and operational at the time of survey.

DECK BOXES

One (1) FRP deck box, properly secured at port aft flybridge.

DECK DRAINAGE

Three (3) aft side deck drains either side. The drains were clear and unobstructed where sighted.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR DOORS

Sliding main cabin doors either side, aft cabin sliding hatch and door. The cabin doors were found operational and fit for intended use.

EXTERIOR SEATING

Flybridge helm bench seat with vinyl cushions.

EXTERIOR STORAGE

The hardware and/or seals on the vessel's exterior lockers and storage areas were inspected for normal operation/condition and found fit for their intended use.

FLAG MOUNT

Stainless steel bow and stern railing mounts. Found secure.

FENDERS

Various fenders were observed onboard. Appeared fit for intended use.

GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods had no significant weathering.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior and below decks & bilge hardware.

INSPECTION PLATES

Stainless steel inspection plate on aft deck hatch. Found secure.

KICKER MOTOR MOUNT

Port transom-mounted teak/steel motor mount. Found secure.

LINE HAWSE PIPES

Line hawse pipes (stainless steel, horn-type at bow/stern) were installed port & starboard at the transom corners, midship, and bow. The line hawse pipes were securely fit where sighted.

MOORING LINES

The dock/mooring lines used to secure the vessel at the time of survey were adequately sized with no significant wear & tear or chafe damage observed.

PORTHOLES/PORTLIGHTS

Five (5) opening portlights at each side of the house. The portholes were operational and fit for use.
See note.

Finding C-4

A glass crack was observed in the starboard forward, both port aft stateroom, and starboard aft stateroom portlights.
Several of the portlight gaskets were brittle/weathered.

Recommendation

Replace the portlight glass and inspect/replace gaskets, as necessary.

RADAR ARCH

One (1) FRP aft flybridge radar mast. Found secure.

ROD HOLDERS

Two (2) rod holders were installed in the aft flybridge house.
Two (2) mechanical pot-pullers.

SPRAY-SHIELD

Tinted acrylic wraparound flybridge spray-shield. Appeared serviceable.

EXTERIOR WASHDOWNS

One (1) bow washdown spigot. See note.

Finding C-5

The wash down pump powered up from the main electrical panel but was not demonstrated at bow spigot.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

WINDOWS

Six (6) fixed and sliding windows; three (3) on either side of the house.

Two (2) fixed windows aft house.

The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Tempered glass windshield with three (3) windshield wipers. Demonstrated.

Ground Tackle

ANCHORS

45 lb. SeaHook galvanized anchor. The anchors were ready to deploy and their shackle bolts were properly secured with safety wire (seizing wire) to prevent accidental anchor loss.

Note: Recommend replacing stainless steel swivel-to-chain shackle with galvanized shackle to prevent galvanic corrosion.

Spare: Danforth-type spare anchor sighted in the lazarette. Appeared serviceable.

ANCHOR RODE TYPE

Approximately 10mm galvanized chain, length unknown, approximately 5/8" stranded nylon line, length unknown. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey. Recommend measuring and marking the anchor rode.

ANCHOR WINDLASS

12V Ideal First Mate CWM windlass. Demonstrated from bow foot pedal.

ANCHOR PLATFORM

Stainless steel fairlead anchor roller chute. The anchor fairlead chute and its associated hardware were inspected, the rollers moved freely and all components were found to function as intended when briefly tested.

Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

10' 10" Nordic XI sailing dinghy (FRP) with varnished wood mast and boom. Appeared serviceable.

MODEL YEAR

1982 (per Hull Identification Number).

HIN (HULL IDENTIFICATION NUMBER)

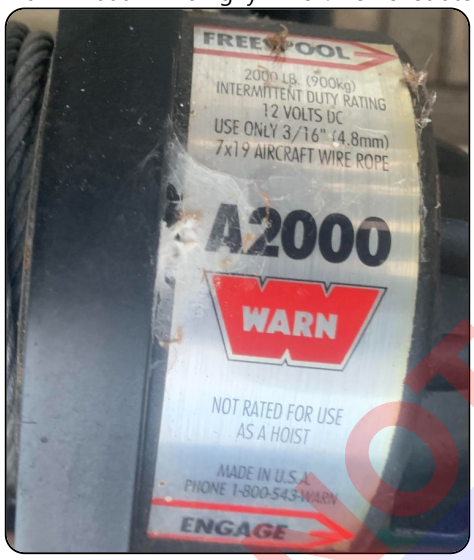
NDD110100582

ENGINE MODEL

Not sighted onboard.

TENDER EQUIPMENT

Warn A2000 12V dinghy winch. Demonstrated.



UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

4-bladed bronze 26RH20. No cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hubs.

Spare: 4-bladed bronze 26LH24.

PROPELLER SHAFTS

Stainless steel 2" inch diameter. The shaft tracked straight through the shaft log transit and no pitting or corrosion was sighted on the shaft.

PROPELLER SHAFT LOGS

The shaft log was bronze mounted to the keel. Alignment at the shaft log transit was inspected with no exceptions observed.

RUDDER MATERIAL

Bronze, with wedge installed. Found secure.

RUDDER MOUNTING

Skeg mounted.

Appeared well secured. No horizontal and fore/aft movement was observed when tested by hand.

See Note.

Starboard aft sandshoe

Finding B-1

The sandshoe/skeg aft starboard keel tab was slightly damaged.

Recommendation

No action is required at time of survey. Recommend at next haul-out for bottom painting, remove paint to bare metal, weld a small cover plate or replace tab.

THRUSTERS

Four bladed bow thruster propellers either side. The bow thruster's external components and propeller blades were inspected without notable exception.

HULL SEA-STRAINERS

The hull bottom mounted sea-strainer was serviceable.

KEEL

Found secure with no damage observed.

DRAINAGE THROUGH-HULLS

Bronze hull discharge/drainage through-hulls. The hull side's discharge/drainage through-hulls were visually inspected and all appeared well fit and functional.

BELOW WATERLINE THROUGH-HULLS

Bronze hull bottom through-hull fittings. The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional. No abnormal or soft percussion soundings were observed around the fittings.

HULL TRANSDUCERS

The hull bottom mounted transducers were inspected with no evidence of exterior damage or excessive corrosion, and all were found well secured.

SWIM PLATFORM SUPPORTS

Five (5) bronze L-brackets. Found secure.

SACRIFICIAL ANODES

The underwater zinc anodes were wasting but were not yet past their 50% wastage point. Monitor frequently.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable, but was thick and some areas of previously flaked off paint were painted over.

Finding C-6

Some areas of the antifouling bottom paint were worn thin or flaked off, and some areas of previously flaked off bottom paint were painted over.

Recommendation

Recommend sanding bottom paint at next bottom paint haul out.

HULL SURFACE COMMENTS

A phenolic hammer percussion sounding was performed on the accessible areas of the hull bottom and hull sides with no abnormalities noted.

GELCOAT COMMENTS

An approximately 1/4" diameter and a 1.5" long gelcoat chip were sighted just below the port forward rubrail and port bow above the waterline.

Finding C-7

An approximately 1/4" diameter and a 1.5" long gelcoat chip were sighted just below the port forward rubrail and port bow above the waterline.

Recommendation

Prepare the surface and repair the gelcoat to prevent laminate water intrusion, as necessary.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection.

CONSIDERATIONS

Minor corrosion was sighted at base of exhaust through-hull plate.

Finding C-8

Minor corrosion was sighted at base of exhaust through-hull plate.

Recommendation

Clean corrosion from plate, polish, and monitor frequently.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Reportedly, Perkins Range 4 165

ENGINE HORSEPOWER

Reportedly, 200 hp.

NUMBER OF CYLINDERS

Six (6) in-line configuration.

ENGINE HOURS

5360 hours were observed on the engine's analog hour meter.

ENGINE SERIAL NUMBERS

Unknown due to access (the data tags were inaccessible).

ENGINE DISPLAYS

Amps/Water temp/Oil pressure/Volts/RPM at lower helm. Powered up. See Note.

Finding B-2

Reportedly, the Volts gauge at the lower helm does not function properly.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

THROTTLE & SHIFT CONTROLS

Morse mechanical lever/cable type. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust.

Exhaust muffler in lazarette

Finding C-9

Minor corrosion was sighted at the exhaust muffler in the lazarette.

Recommendation

Investigate further/clean/monitor, and address as necessary.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust.

MAIN ENGINE OIL LEVEL

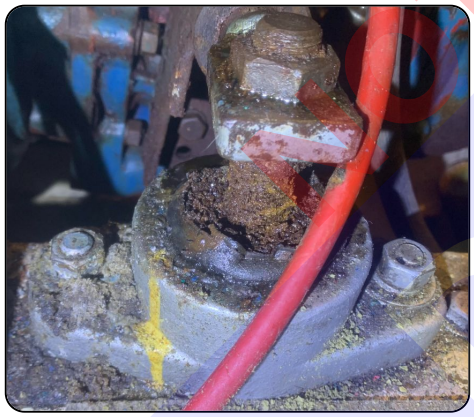
Normal level was observed on the engine sump dipstick.

ENGINE BED SUMPS

An integrated drip sump was located under the engine.
Oil was sighted in the drip sump. See Engine Survey.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored longitudinal engine bed stringers with stringer caps and risers.



Finding B-3

Two (2) engine motor mounts were sighted with slight corrosion. See Engine Survey.

Recommendation

Recommend cleaning corrosion to investigate further and address as necessary.

ENGINE COMMENTS

See Engine Survey.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Direct drive.

TRANSMISSIONS/GEARS

Borg Warner.

PROPELLER SHAFTS

Size: 2". Material: stainless steel. No pitting or corrosion was observed on the shaft.
Note: The shaft needed cleaning at the packing gland.

SHAFT BONDING BRUSHES

A shaft bonding brush was installed. Monitor for effective contact often.

PROPELLER SHAFT PACKING GLANDS

Hex nut stuffing box type packing gland. Monitor frequently.

Finding B-4

The propeller shaft's packing glands leaked slightly excessive raw water while underway.

Recommendation

Properly adjust or repack the glands as needed to restore an appropriate drip rate.
Also recommend emptying the sump below the packing gland and cleaning the shaft through-hull fitting plate to inspect further.
Consider installing an automatic sump pump in the shaft packing gland sump.

GEAR COMMENTS

See Engine Survey.

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

12 VDC PAR engine room blower. Powered up.

HOSES

Reinforced rubber hose double clamped and well routed and supported where sighted. The hoses appeared serviceable where sighted.

HOSE CLAMPS

The hose clamps appeared serviceable where sighted, except where noted. Recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

Finding B-5

Corrosion and dry leakage stains were observed at the generator exhaust water through hull hose clamps in the engine room, just forward of the starboard fuel tank.

Recommendation

Inspect all hose clamps and clean/treat or replace with doubled marine grade stainless steel clamps where appropriate, as necessary.

MACHINERY SPACE INSULATION

Radiant barrier faced peg-board thermal and acoustical insulation was installed on the fuel tanks. Appeared Serviceable.

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Some of the seacock valves did not move freely (stiff) when tested.

Recommend performing maintenance on all seacocks and strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

RAW WATER STRAINERS

Groco bronze alloy with sight glass. Found clean and free of marine debris. Appeared serviceable.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Appeared to be painted steel.

NUMBER OF FUEL TANKS

Two (2)

FUEL TANKAGE CAPACITY

Two (2) 400 gallon tanks = 800 gallons.

FUEL LEVEL MONITORING

Dipsticks integral at tank tops and tank sight tubes.

FUEL TANKAGE SECURING

The fuel tanks were framed in where sighted. The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION

Port & starboard outboard engine room.

FUEL FILL LOCATION

Port & starboard amidships side decks.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked "Diesel."

FUEL TANK VENTILATION

Port & starboard hull sides below the fuel fills. Appeared serviceable.

FUEL TANKAGE & FUEL FILL GROUNDING

Appeared to be properly grounded where sighted. Recommend verifying grounding.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted.

FUEL SHUT-OFF VALVES

Gate valves were located at the fuel tanks. The valves moved freely when tested.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor 75/500-MAX primary fuel filter/water separators with heat shields. The bowls were clear and clean and no water was sighted in the bowls.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted spin-on canister type secondary fuel filters.

GENERATOR PRIMARY FUEL FILTERS

Racor primary fuel filter/water separator.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic.

STEERING SYSTEM MANUFACTURER

Teleflex.

NUMBER OF STEERING STATIONS

Two (2)

STEERING HOSES/LINES

Reinforced flexible hoses with metallic fittings. No hydraulic fluid leaks were observed.

STEERING SYSTEM ACTUATORS

One (1) hydraulic cylinder. The steering system's actuator was observed to operate smoothly. No hydraulic fluid leaks were observed.

STEERING SYSTEM MOUNTING

The steering ram was well secured with no lateral movement observed during the steering test.

RUDDER STOCKS

Stainless steel rudder stock.

RUDDER LOG PACKING GLANDS

Flange & bolt type packing gland. No leaks were observed.

RUDDER POSITION INDICATOR

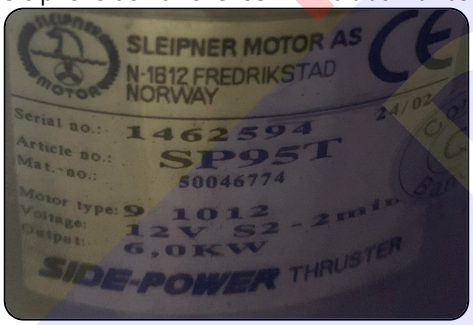
Autopilot analog rudder angle function at both helms. Demonstrated.

EMERGENCY STEERING SYSTEM

Rudder tiller connection access was on the aft deck lazarette hatch. Steel steering tiller bar in the lazarette.

THRUSTERS

Sleipner Side Power SP95T 12 volt bow thruster. Demonstrated.



LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions from Tacoma Yacht Club to Gig Harbor.

VESSEL LOADS

Reportedly, approximately 50% fuel load, 50% water load, low/medium gear load and eight people onboard.

ENGINE STARTUP

The engine started without excessive cranking or overly excessive exhaust smoke, and no fuel sheen was observed in the water.

VIBRATION COMMENTS

No significant hull, engine or running gear vibrations were observed while underway.

ENGINE CONTROL STATION OPERATION

The engine controls were operated at both helm stations without exception.

STEERING TEST

The steering components were observed while the helm was turned hard over several times without exception.

ENGINE PERFORMANCE

See Engine Survey.

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

W.H. Autopilots Inc. The autopilot components and functions were demonstrated during the trial run.

COMPASSES

Two (2) Ritchie 3" magnetic compass. Lower helm illuminated when tested.

Finding C-10

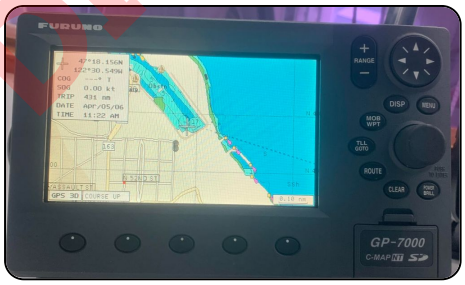
The flybridge compass did not illuminate when tested.

Recommendation

Investigate further, and service, repair, or replace as necessary.

GPS CHARTPLOTTER

Furuno GP-7000 GPS/chartplotter at flybridge. Demonstrated.



VHF RADIOS

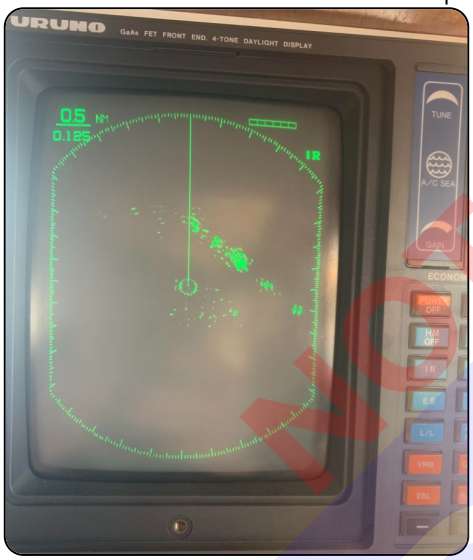
Standard Horizon Eclipse + VHF radio at lower helm. Transmitted/received radio check signals.
West Marine Submersible handheld (required test/prove).
Uniden MC635 VHF at flybridge. Transmitted/received radio check signals.

ANTENNAS

The antennas appeared to be well mounted. Sighted from deck level only.

MARINE RADAR

Furuno radar with Furuno GaAs 4-tone display. Demonstrated.



FISH FINDER

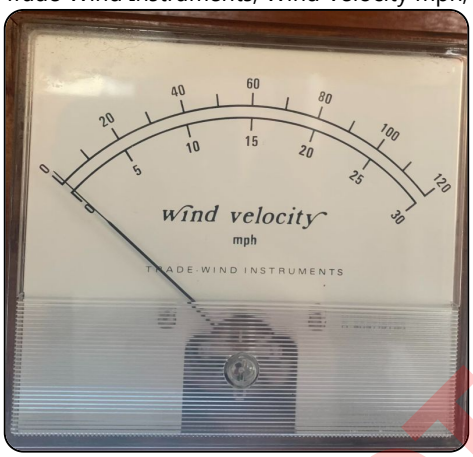
Garmin 240 Blue fish finder. Demonstrated.

DEPTH DISPLAY

Coastal Navigator DDS 99. Demonstrated.

WIND INSTRUMENT

Trade Wind Instruments, Wind Velocity mph, analog gauge at lower helm (requires test/prove).



BAROMETER

Wempe barometer. Appeared serviceable.

SHIP'S CLOCK

Wempe clock. Powered up.

SHIP'S BELL

Bronze ship's bell, in packaging.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: four (4) flooded lead acid batteries.
Start: Not readily accessible. Appeared to be 12VDC flooded lead acid. Date unknown.
Bow Thruster: 12V flooded lead acid Automotive battery. Dated 3/22.
Winch (dinghy): 12V AGM.
Note: several electrical issues involving the cabin lights, running lights, and bow thruster operation may be related to battery condition. All of the batteries (except the winch battery) appeared to be beyond their serviceable life and should be replaced.

Finding B-6

Wing nuts were observed connecting the forward engine room battery cable conductors to their terminals. The use of wing nuts is not recommended for cables exceeding 6 AWG or 13.3 mm in diameter.
The forward engine room battery and lazarette winch battery boxes were not properly secured.

Recommendation

Install properly sized hex nuts to secure battery cable conductors to their terminals (on battery cables over 6 AWG of 13.3 mm in diameter) to comply with ABYC E-10.8.3.
Properly secure the batteries, per 33 CFR 183.420 (each installed battery must not move more than one inch in any direction when a pulling force of 90 pounds or twice the battery weight, whichever is less, is applied through the center of gravity of the battery) and ABYC E-10.

Finding B-7

All of the batteries (except the winch battery) appeared to be beyond their serviceable life and should be replaced.
Minor corrosion was observed on several battery terminals and conductors.

Recommendation

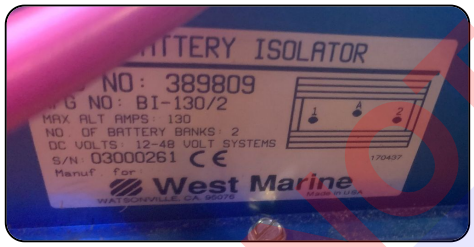
Recommend load testing the batteries and replacing, as necessary.
Inspect/clean all battery terminals and inspect all conductors further, replacing corroded conductors as necessary.

BATTERY PARALLEL SWITCHING

Perko rotary switch at main electrical panel at lower helm and engine room. Demonstrated.

BATTERY ISOLATORS

West Marine 12-48V 2-bank isolator.

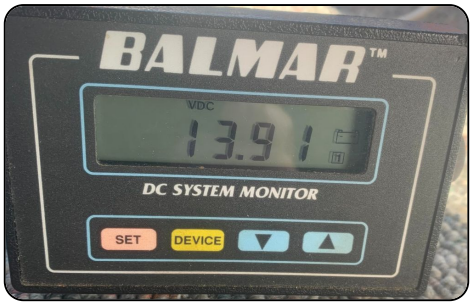


DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located in the main cabin electrical panel. All DC circuits appeared to be adequately protected by branch or switched breakers.

DC ELECTRICAL SYSTEM MONITORS

Balmar digital DC systems monitor at lower helm. Demonstrated.



BATTERY CHARGERS

Balmar Deep Cycle Supercharger battery charger. Powered up.

ProMariner ProSport6 Single Bank battery charger. Powered up.

DC POWER OUTLETS

A 12 volt DC outlet was located at the flybridge and lower helm (tested with 12.8 volts).

BONDING SYSTEM (ABYC E-2 & E-11)

Several bonding wires were sighted with corrosion in the lazarette at/near the rudder post through-hull fitting.

Finding B-8

Several bonding wires were sighted with corrosion in the lazarette at/near the rudder post through-hull fitting.

Recommendation

Properly connect all metals exposed to raw water electrolyte contact or flow to the vessel's bonding system to help minimize electrolytic corrosion from stray current and/or enhance lightning protection, as necessary (ABYC E-2 & E-11).

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured every 18" (ABYC E-11.15.4.1.9) where sighted, and conductor connections were made with ring spade or crimp-on connectors, where sighted.

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

110VAC.

AC SHORE POWER INLETS

One (1) Hubbell 30A 125V inlet. No burn marks or corrosion sighted. Appeared serviceable.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the AC electrical panel. AC circuits appeared adequately protected by branch breakers.

AC ELECTRICAL SYSTEM MONITORS

Analog AC voltage gauge was located in the salon AC electrical panel. Powered up.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual rotary type 'make-or-break' switch was located in the salon AC electrical panel. Demonstrated.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located.
See note.

Finding B-9

The vessel's AC outlets did not have GFCI protection.

Recommendation

Install GFCI protected outlets in all moisture prone areas, as necessary. ABYC E-11.14.3.5, If installed in a head, galley, machinery space or on a weather deck, receptacles shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).

AC ELECTRICAL OUTLET POLARITY

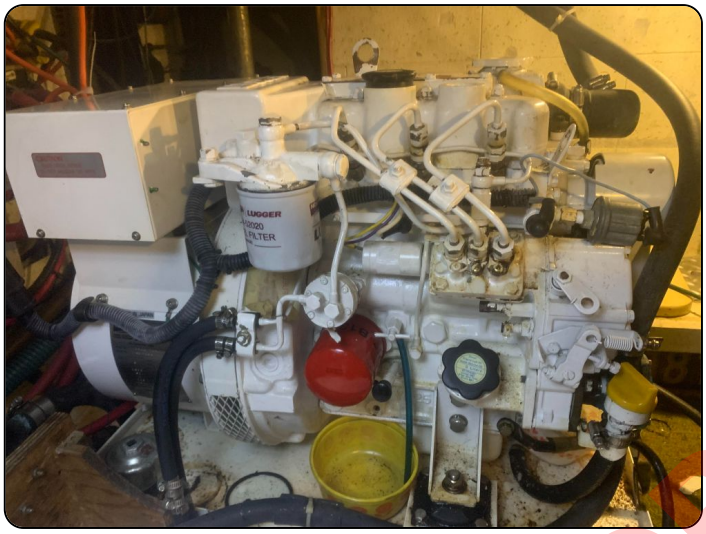
The polarity was checked at all outlets sighted and was proved to be normal.

GENERATORS/AUXILIARY POWER

Generators

GENERATOR MODEL

Northern Lights marine diesel generator. The generator was not powered up (See Engine Survey).
Model TF/3 18B



GENERATOR FUEL TYPE

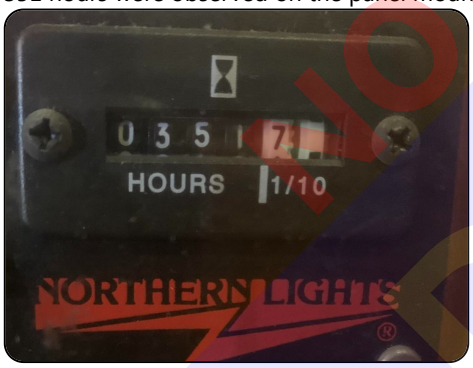
Diesel.

GENERATOR KILOWATT RATING

5.0 KW.

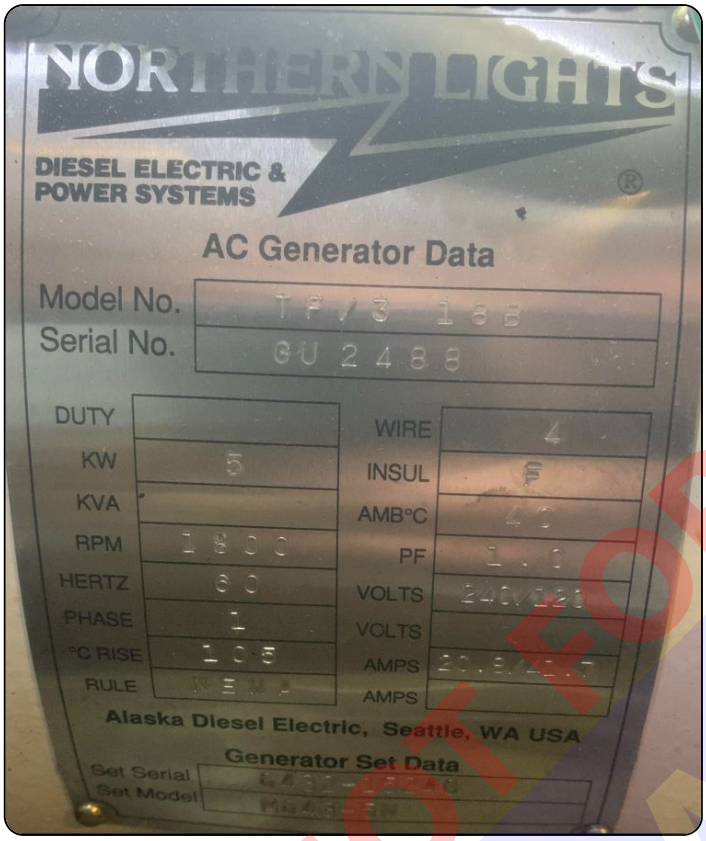
GENERATOR HOURS

351 hours were observed on the panel mounted hour meter.

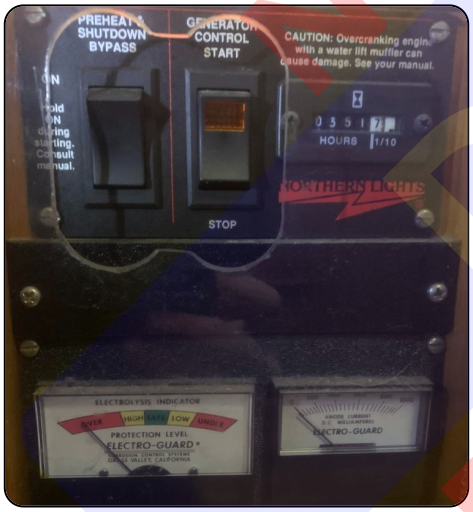


GENERATOR SERIAL NUMBERS

GU2488



GENERATOR INSTRUMENTATION GAUGES



GENERATOR ACCESSIBILITY

Good (a reasonable amount of access was provided to all areas of the machinery requiring service).

GENERATOR COMMENTS

The generator was not operational at time of survey.

See Engine Survey.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

316L stainless steel.

NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

Unknown.

WATER TANKAGE SECURING

The water tankage was framed in where sighted.

WATER TANKAGE LOCATION

Centerline under aft stateroom berth.

WATER FILL LOCATION

Aft deck

WATER FILL MARKING

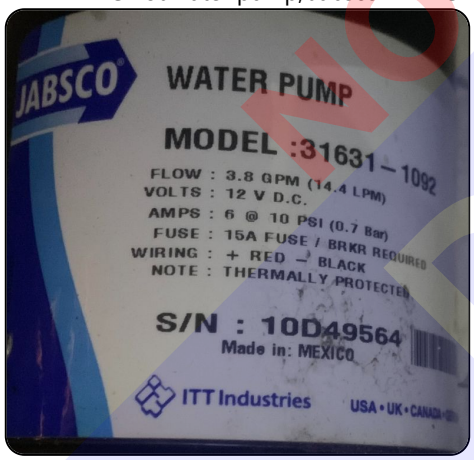
Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Not verified. Appeared to be at the hull side.

FRESHWATER PUMPS

PAR 12VDC hot water pump, Jabsco 12VDC freshwater pump. Demonstrated.



FRESHWATER FILTRATION

An inline strainer was located at the freshwater pump. Monitor and clean often.

FRESHWATER ACCUMULATOR TANK

Coated steel accumulator tank. No leaks were observed at the accumulator tank.

FRESHWATER PIPE/HOSE PLUMBING

Plastic PEX type (cross-linked polyethylene) tubing and rubber hoses. No leaks were observed at the freshwater system's hose/pipe connections.

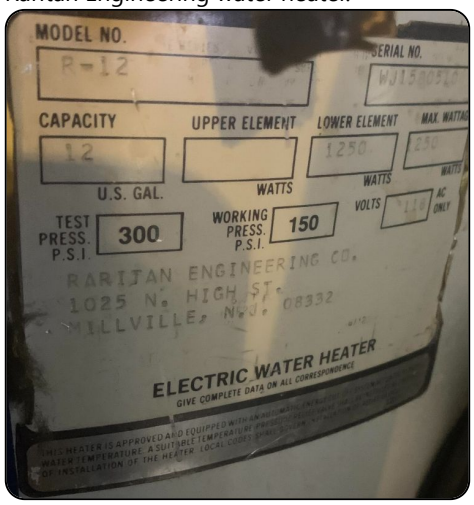
WATER LEVEL MONITORING

None appeared to be installed. Highly recommended.

Hot Water System

WATER HEATER

Raritan Engineering water heater.



WATER HEATER TYPE

Marine grade 118 volt.

WATER HEATER CAPACITY

12 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

Blackwater System

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD waste system (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE

Reportedly, 50 gallons total.

See note.

Forward tank connection

Finding B-10

The forward blackwater tank was sighted with a broken fill connection and several corroded fittings and hose clamps on the deck pump out hose.
It appeared that the forward head had a disconnected hose at the back of the toilet. Unknown purpose.

Recommendation

Recommend replacing black water tank fittings, damaged hoses and all hose clamps. Consider replacing black water tank with polythene tank.

BLACKWATER TANKAGE SECURING

Bonded/glassed to the hull (poor/limited access).

BLACKWATER TANKAGE VENTILATION

The blackwater tank's vent fitting was plumbed overboard at the starboard forward hull side aft and below the bow deck pump-out fitting. Appeared serviceable.

BLACKWATER SYSTEM DISCHARGE

Gate valves with starboard deck pump-out fitting and Jabsco 12VDC macerator pump.

Greywater System

GREYWATER DISCHARGE SYSTEM

The sinks discharge directly overboard.

A shower sump pump (aft head shower) was powered up.

PLUMBING FIXTURES

There was no significant pitting/corrosion observed on the interior plumbing fixtures. Demonstrated.

CABIN APPOINTMENTS

Interior

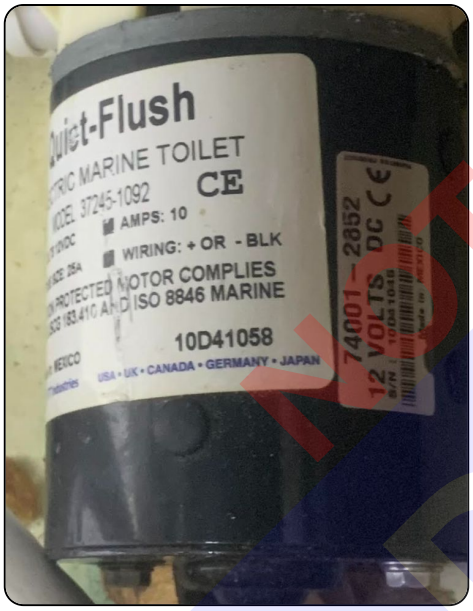
ACCOMMODATION ARRANGEMENT

Forward V-berth, aft stateroom.

HEAD ARRANGEMENT

Manually operated head forward (required test/prove).

Jabsco 12VDC electric head aft. Demonstrated.



SHOWER ARRANGEMENT

Stall shower in the aft head.

INTERIOR BULKHEADS

The interior bulkheads were well-fit and properly secured where sighted. A complete inspection was not possible due to limited access.

INTERIOR CABINETRY & TRIM

No significant wear & tear was observed on the interior cabinetry and trim.

INTERIOR STORAGE

The cabinets, lockers, and drawers were operational at the time of survey.

INTERIOR DOORS

The interior doors opened/closed suitably during the survey.

INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

FLOORING

Carpet overlay in forward cabin.

CABIN SOLE FOUNDATION

Teak parquet cabin sole. Appeared serviceable.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The vessel's interior soft-goods were generally well maintained.

WATER INTRUSION COMMENTS

There were no signs of water intrusion observed at the vessel's interior at the time of survey.

CEILING HEADLINERS

Headliner material was padded textured vinyl. The interior headliners were generally well-fit with no visible tears and no significant staining.

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested, except where noted.

Finding B-11

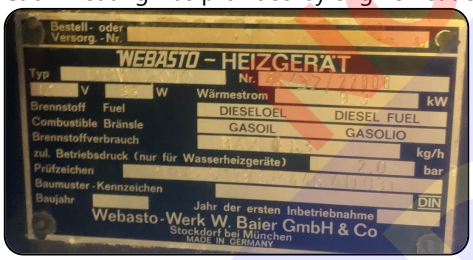
The starboard interior lights tripped at the helm breaker while underway, likely due to battery/charging system.

Recommendation

Investigate batteries further/trace, and service, repair or replace as necessary. See battery note.

CABIN HEATING SYSTEM

Cabin heating was provided by engine heat exchanger and Webasto DBW 2010 diesel heater.



Finding B-12

The cabin heating system did not power up when tested.

Recommendation

Investigate further/trace, and service, repair or replace, as necessary.

Audio/Visual Equipment

STEREO SYSTEM

Jensen MCD 5110 marine receiver and Jensen speakers (required test/prove).

Galley Equipment

MICROWAVE OVEN

Sharp Carousel microwave oven (required test/prove).

STOVE

Magic Chef LPG 4-burner stove/oven. Demonstrated.

STOVE BURNER HEAT PROTECTION

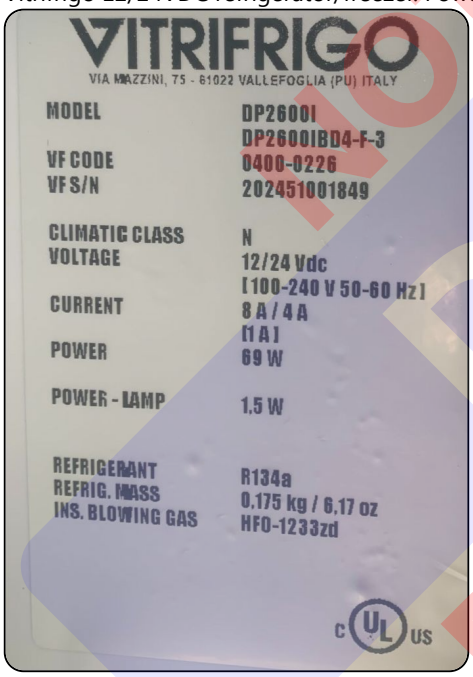
Hinged burner cover with stainless steel heatshield.

GALLEY SINK

Stainless steel sink with dual wash basins. The galley sink was properly fit where sighted, the faucet fixture was operational and the sink drained appropriately.

REFRIGERATION

Vitrifrigo 12/24VDC refrigerator/freezer. Powered up.



SAFETY EQUIPMENT

Safety Equipment (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type III U.S.C.G. approved PFDs.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable devices (ring and cushions). Appeared adequate.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. dry chemical hand-held fire extinguishers were located in the V-berth, helm, and aft main cabin.
15 lb. Carbon Dioxide handheld fire extinguisher located in engine room.

Finding B-13

The hand-held fire extinguishers did not have current annual inspection tags.

Recommendation

Have the fire extinguishers inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells (expired) and handheld incendiary flares (in original packaging).

Finding B-14

The visual distress signals were expired.

Recommendation

Provide current dated visual distress signals to comply with USCG regulations (46 CFR 175.125).

SOUND PRODUCING DEVICES (33 CFR 83)

Dual trumpet 12 volt electric air horn. The horn was briefly powered up.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.
Note: The port navigation light and port radar mast deck light illuminated after approximately 5 minutes of powering up.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

The "Trash Disposal" placard was found properly displayed in the galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

None sighted. Required in U.S. waters. Vessels over 39'4 are required to have a written 'Waste Management Plan' onboard as well as the pollution placard.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule handbook was observed onboard.

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

The vessel did not appear to have a bilge high water alarm installed. Highly recommended if not installed.
A visual pump indicator light was observed (ABYC 22.8.14).

Finding B-15

The vessel was not equipped with a bilge high water alarm.

Recommendation

Install the appropriate recommended alarm, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

E.P.I.R.B.

None sighted. Highly recommended if cruising offshore.

MAN OVERBOARD SYSTEM (MOB)

None sighted. Highly recommended.

FIRST AID SUPPLIES

None sighted. Highly recommended.

CO/SMOKE DETECTORS (ABYC A-24) / (NFPA 302)

None sighted. Highly recommend installing carbon monoxide detectors & smoke detectors in all of the accommodation spaces.

Finding B-16

Carbon monoxide and smoke detectors were not installed in the accommodation spaces.

Recommendation

Install carbon monoxide and smoke detectors in the accommodation spaces in accordance with ABYC A-24 and NFPA 302 standards, as necessary.

SEARCHLIGHT

None sighted. Highly recommended.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

One (1) Rule 12VDC electric automatic bilge pump with float switch. Powered up.

Finding B-17

Minor water leak was observed at the baseplate of the electric bilge pump when tested.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

Finding B-18

The electric bilge pump could not be manually operated.

Recommendation

ABYC 22.8.12 Bilge pumps with automatic controls shall be provided with a readily accessible manual switch to activate the pump.

MANUAL BILGE PUMPING SYSTEMS

A manually operated hand bilge pump was located in the forward engine room. Dry-tested. Appeared adequate (required test/prove).

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

Two (2) tanks in the flybridge locker.

GAS TANKAGE SPACE VENTILATION

Appeared adequate.

GAS SHUT-OFFS

Shut-off valve was located at the gas tank and an electric gas shut-off solenoid was located in the galley and main electrical panel at the lower helm.

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines where sighted.

GAS REGULATOR

A gas regulator was installed inline at the tanks.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tanks.

GAS LEAK TEST

Pressure gauge indicated same pressure 5 minutes after turning off main gas valve after pressurizing system with solenoid on, indicating no leaks.

GAS SYSTEM COMMENTS (ABYC A-1)

The LPG system has a dedicated line to the stove and conforms to ABYC A-1 and NFPA standards.

The Findings & Recommendations section is only one section of the "XXXX" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under ''SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS'' are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Rudder Mounting**

The sandshoe/skeg aft starboard keel tab was slightly damaged.

Recommendation

No action is required at time of survey. Recommend at next haul-out for bottom painting, remove paint to bare metal, weld a small cover plate or replace tab.

Finding B-2 **Engine Displays**

Reportedly, the Volts gauge at the lower helm does not function properly.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

Finding B-3 **Engine Bed Motor Mounts**

Two (2) engine motor mounts were sighted with slight corrosion. See Engine Survey.

Recommendation

Recommend cleaning corrosion to investigate further and address as necessary.

Finding B-4 **Propeller Shaft Packing Glands**

The propeller shaft's packing glands leaked slightly excessive raw water while underway.

Recommendation

Properly adjust or repack the glands as needed to restore an appropriate drip rate.
Also recommend emptying the sump below the packing gland and cleaning the shaft through-hull fitting plate to inspect further.
Consider installing an automatic sump pump in the shaft packing gland sump.

Finding B-5 **Hose Clamps**

Corrosion and dry leakage stains were observed at the generator exhaust water through hull hose clamps in the engine room, just forward of the starboard fuel tank.

Recommendation

Inspect all hose clamps and clean/treat or replace with doubled marine grade stainless steel clamps where appropriate, as necessary.

Finding B-6 **Batteries**

Wing nuts were observed connecting the forward engine room battery cable conductors to their terminals. The use of wing nuts is not recommended for cables exceeding 6 AWG or 13.3 mm in diameter.
The forward engine room battery and lazarette winch battery boxes were not properly secured.

Recommendation

Install properly sized hex nuts to secure battery cable conductors to their terminals (on battery cables over 6 AWG of 13.3 mm in diameter) to comply with ABYC E-10.8.3.
Properly secure the batteries, per 33 CFR 183.420 (each installed battery must not move more than one inch in any direction when a pulling force of 90 pounds or twice the battery weight, whichever is less, is applied through the center of gravity of the battery) and ABYC E-10.

Finding B-7 **Batteries**

All of the batteries (except the winch battery) appeared to be beyond their serviceable life and should be replaced.
Minor corrosion was observed on several battery terminals and conductors.

Recommendation

Recommend load testing the batteries and replacing, as necessary.
Inspect/clean all battery terminals and inspect all conductors further, replacing corroded conductors as necessary.

Finding B-8 **Bonding System (ABYC E-2 & E-11)**

Several bonding wires were sighted with corrosion in the lazarette at/near the rudder post through-hull fitting.

Recommendation

Properly connect all metals exposed to raw water electrolyte contact or flow to the vessel's bonding system to help minimize electrolytic corrosion from stray current and/or enhance lightning protection, as necessary (ABYC E-2 & E-11).

Finding B-9 **AC Electrical Power Outlets**

The vessel's AC outlets did not have GFCI protection.

Recommendation

Install GFCI protected outlets in all moisture prone areas, as necessary. ABYC E-11.14.3.5, If installed in a head, galley, machinery space or on a weather deck, receptacles shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).

Finding B-10 **Blackwater Tankage**

The forward blackwater tank was sighted with a broken fill connection and several corroded fittings and hose clamps on the deck pump out hose.
It appeared that the forward head had a disconnected hose at the back of the toilet. Unknown purpose.

Recommendation

Recommend replacing black water tank fittings, damaged hoses and all hose clamps. Consider replacing black water tank with polythene tank.

Finding B-11 **Lighting**

The starboard interior lights tripped at the helm breaker while underway, likely due to battery/charging system.

Recommendation

Investigate batteries further/trace, and service, repair or replace as necessary. See battery note.

Finding B-12 **Cabin Heating System**

The cabin heating system did not power up when tested.

Recommendation

Investigate further/trace, and service, repair or replace, as necessary.

Finding B-13 **Fire Extinguishers (33 CFR 175.310)**

The hand-held fire extinguishers did not have current annual inspection tags.

Recommendation

Have the fire extinguishers inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

Finding B-14 **Visual Distress Signals (33 CFR 175.110)**

The visual distress signals were expired.

Recommendation

Provide current dated visual distress signals to comply with USCG regulations (46 CFR 175.125).

Finding B-15 **Bilge High Water Alarms**

The vessel was not equipped with a bilge high water alarm.

Recommendation

Install the appropriate recommended alarm, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

Finding B-16 **CO/Smoke Detectors (ABYC A-24) / (NFPA 302)**

Carbon monoxide and smoke detectors were not installed in the accommodation spaces.

Recommendation

Install carbon monoxide and smoke detectors in the accommodation spaces in accordance with ABYC A-24 and NFPA 302 standards, as necessary.

Finding B-17 **Electric Bilge Pumping Systems**

Minor water leak was observed at the baseplate of the electric bilge pump when tested.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

Finding B-18 **Electric Bilge Pumping Systems**

The electric bilge pump could not be manually operated.

Recommendation

ABYC 22.8.12 Bilge pumps with automatic controls shall be provided with a readily accessible manual switch to activate the pump.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **General Bilge Condition**

The bilges required routine drying, cleaning/detailing.

Recommendation

Clean the bilges, as necessary.

Finding C-2 **Swim Platform**

A minor crack in the teak at the starboard dinghy mounting hardware fasteners was sighted.

Recommendation

No action is required at time of survey. Monitor often and repair, as necessary.

Finding C-3 **Rub-Rails**

Approximately 7" of the starboard forward rubrail base sighted with slight damage. No soft wood was observed, and no hull damaged was sighted.

Recommendation

No action is recommended at time of survey. Monitor often, and address as necessary.

Finding C-4 **Portholes/Portlights**

A glass crack was observed in the starboard forward, both port aft stateroom, and starboard aft stateroom portlights.
Several of the portlight gaskets were brittle/weathered.

Recommendation

Replace the portlight glass and inspect/replace gaskets, as necessary.

Finding C-5 **Exterior Washdowns**

The wash down pump powered up from the main electrical panel but was not demonstrated at bow spigot.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

Finding C-6 **Antifouling Paint**

Some areas of the antifouling bottom paint were worn thin or flaked off, and some areas of previously flaked off bottom paint were painted over.

Recommendation

Recommend sanding bottom paint at next bottom paint haul out.

Finding C-7 **Gelcoat Comments**

An approximately 1/4" diameter and a 1.5" long gelcoat chip were sighted just below the port forward rubrail and port bow above the waterline.

Recommendation

Prepare the surface and repair the gelcoat to prevent laminate water intrusion, as necessary.

Finding C-8 **Considerations**

Minor corrosion was sighted at base of exhaust through-hull plate.

Recommendation

Clean corrosion from plate, polish, and monitor frequently.

Finding C-9 **Engine Exhaust System**

Minor corrosion was sighted at the exhaust muffler in the lazarette.

Recommendation

Investigate further/clean/monitor, and address as necessary.

Finding C-10 **Compasses**

The flybridge compass did not illuminate when tested.

Recommendation

Investigate further, and service, repair, or replace as necessary.

SUMMARY

Summary of Condition & Valuation

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.

The grading of condition determines the adjustment to the range of base values 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": a vessel that is new or maintained like new, with all systems and units fully functional.

"ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

"AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

"FAIR CONDITION": a vessel that is in need of a fair amount of maintenance work and some systems are due to be serviced or replaced.

''POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

"RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

As a result of my 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:

AVERAGE CONDITION

APPRAISAL METHODOLOGY

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:
Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc.
MARKET ANALYSIS
The comparable sales of vessels analyzed in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2023 to 2025. The surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld).

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$95,000	Boat Location:	Anacortes, WA
Year:	1984	Condition:	Used
Make:	Ocean Alexander	Active:	87 Days
Model:	40 Sedan	Sold Date:	April 11, 2025
Length:	40 ft	Sale Type:	Retail
Engines:	135 hp Ford Lehman 135, 135 h...	Price Source:	Self-Reported
Name:			

Listed Price:	$149,000	Boat Location:	San Diego, CA
Year:	1984	Condition:	Used
Make:	Ocean Alexander	Active:	233 Days
Model:	40 Trawler Double Cabin	Sold Date:	December 10, 2023
Length:	40 ft	Sale Type:	Retail
Engines:	128 hp Perkins Range 4-124 6....	Price Source:	Self-Reported
Name:	HMS Pinafore		

Listed Price:	$137,014	Boat Location:	Vancouver, BC, CAN
Year:	1984	Condition:	New
Make:	Ocean Alexander	Active:	121 Days
Model:	40 Europa	Sold Date:	February 26, 2023
Length:	39 ft	Sale Type:	Retail
Engines:	210 hp Cummins BT5.9, 210 hp...	Price Source:	Self-Reported
Name:			

ADDITIONAL REFERENCES

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VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

November 20, 2025

OCEAN ALEXANDER, 81203 KAOHSIUNG, TAIWAN

Model Year	1981	Hull Material	Fiberglass
Model	OCEAN 40 DC	Hull Configuration	Displacement
Length Overall	40'	Draft	4'
Length On Deck		Beam	13' 8"
Boat Type	Trawler | Flybridge	Weight	29800 lbs.
Engine Type	Inboard Single 120D Lehman Power Corp/Ford	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	$98,000-$107,500 129th edition.
Fair Market Value Adjusted for BUC Condition in the Northern Pacific Coast/Alaska	$107,000-$117,500
Unadjusted Replacement Value	$1,145,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

Multiple sources were considered when searching for comparable listings, including YachtWorld.com, AllBoatListings.com, Sailboatlistings.com, Boats.com, etc.

Three (3) comparable vessels (not including the subject vessel) were currently listed for sale.
The average asking price of these three comparable vessels was $87,967 with an adjusted price of $75,651 (see adjustments below).
Soldboats.com (BoatWizard) listed five (3) comparisons that were sold between 2023 - 2025. The average asking price of these vessels was $127,004 and the average sold price reported was $108,708. This difference is 86% of the average asking price, which is how the "adjusted" price was calculated for the currently listed vessels above).
BUCValuPro.com places a 1981 Retail Range in the North Pacific/Alaska area in "BUC Condition" between $98,000 to $107,500 with the average being $102,750.

Valuation Summary:
The average actual sale price for the vessels was $108,708.

The advantage "XXXX" has is that it was stored under covered moorage for most of its service. Legal and Safety Deficiencies notwithstanding, all structural elements are solid. Considering the overall condition and weighing the actual sales data and current listings data, the valuation of "XXXX" is placed at the mid-range of the market values. However, many systems could not be tested, such as the cabin heating and the generator, and there is a substantial list of items such as the batteries that need attention/replacing. The potential expenditure of these items is unknown but the surveyor has incorporated that into the final valuation, at less $20,000.

Comparable Approach:
Comparable Adjusted Listings Values, Average: $75,651
Soldboats.com data sold price, Average: $108,708

BUCValuePro.com, Average: $102,750
Comparable Approach Average: $95,703

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and the "as is, where is" condition of the vessel, its equipment as surveyed, it is this surveyor's opinion that the ''MARKET VALUE'' of the subject vessel & equipment is: **$75,700 per surveyor's assessment**

VALUATION CONCLUSION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUCValuPro™ and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term “Market Value” is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Implicit in this definition are the consummation of a sale as of a specified date and the passing of a Title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto &
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property, undiminished by liens, fractional interest or other encumbrances.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the surveyor's opinion that the ''FAIR MARKET VALUE'' of the subject vessel is:

$75,700 per surveyor's assessment
Seventy-Five Thousand, Seven Hundred US Dollars (USD)

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel if the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

$1,145,000 per BUCValuPro™
One Million, One Hundred Forty-Five Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXX", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on Novembe 19, 2025. Subject to correction of deficiencies listed in sections **A** and **B**, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with

good maintenance practices or as upgrades. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Cpt. Mark Van der Vliet, Sams SA, ABYC SA

Signed and submitted on: November 20, 2025

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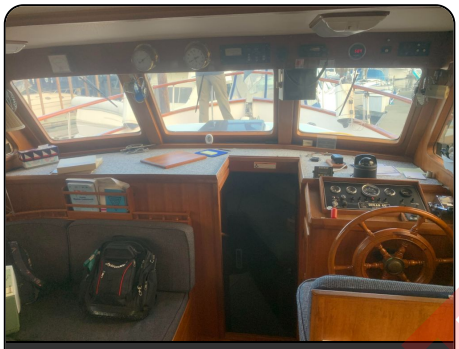

Main Cabin/Hem

V-berth

Aft head/shower

Aft Stateroom

Galley

Forward head