VdV Marine Survey

2002 42' Valiant V42CE

"XXXXXXXX"

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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXX"

2002 42' Valiant V42CE

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXX

Date Of Survey: October 7, 2025
Report Submitted On: October 9, 2025

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

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXX, Mark Van der Vliet did attend onboard the 2002 42' Valiant V42CE "XXXXXXXX" on October 7, 2025 to conduct a Pre-Purchase marine survey.

Sunny, 73F, Wind N, light and variable. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number VALXXXXXK102 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

There was no mechanical/engine survey performed during the hull survey. It is highly recommended and understood that the propulsion and auxiliary power systems (engines, transmissions, generators) be inspected by their respective manufacturer's certified technician to determine their condition. Also, recommend further investigation to determine what scheduled service work has been performed or is due to perform on the engines, transmissions and generator.

SAILS & RIGGING INSPECTION

It is highly recommended and understood that all rigging and sailing systems be inspected by a certified rigger to determine their condition. Questions about the condition of the rigging and sails should be directed to that specialized technician.

REPORTED VESSEL DISCLOSURE COMMENTS

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

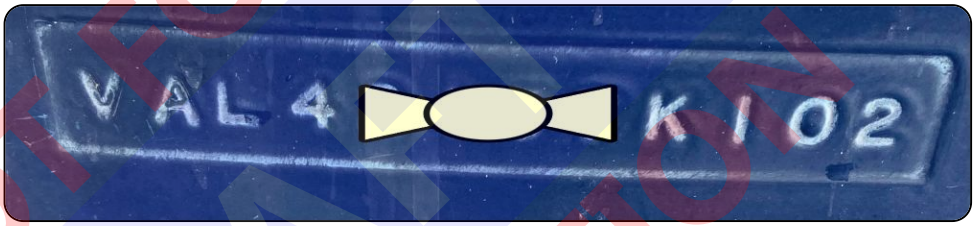
GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-2096
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on October 7, 2025 from 9am - 4pm.
LOCATION OF SURVEY INSPECTION	Shilshole Bay Marina, Seattle, WA.
LOCATION OF BOTTOM INSPECTION	Seaview West, Seattle, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXX, the sales broker XXXX from XXXXX Yachts.

General Vessel Information

VESSEL BUILDER	Valiant Yachts
DESIGNER	Robert Perrry
HIN (HULL IDENTIFICATION NUMBER)	VALXXXXXK102



MODEL YEAR	2002 (per Hull Identification Number)
YEAR BUILT	2001 (per Hull Identification Number)
HULL NUMBER	XXX (per Builder's Data Sheet)
HAILING PORT DISPLAYED	Long Beach, CA
OFFICIAL NUMBER	XXXXXXX (per builders' hull labels)

VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	42' (per owner's manual)
LENGTH WATERLINE (LWL)	34' 6" (per owner's manual)
BEAM	12' 9" (per owner's manual)
OVERHEAD CLEARANCE	57' 11" (per owner's manual)
DISPLACEMENT	24,600 lbs. (per owner's manual)
BALLAST	9,500 lbs. (per owner's manual)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

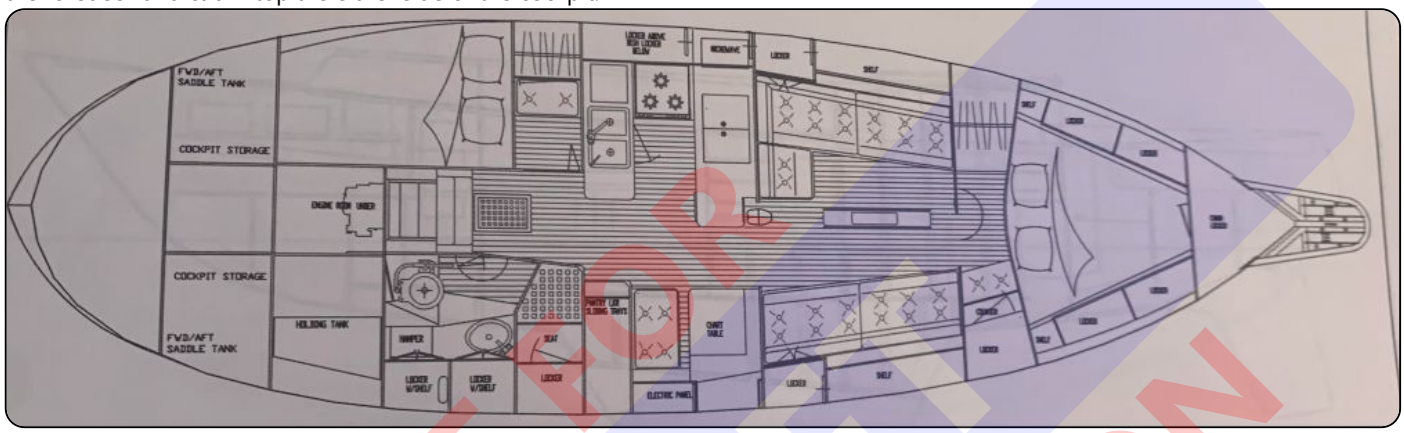
Rating & Valuation Summary

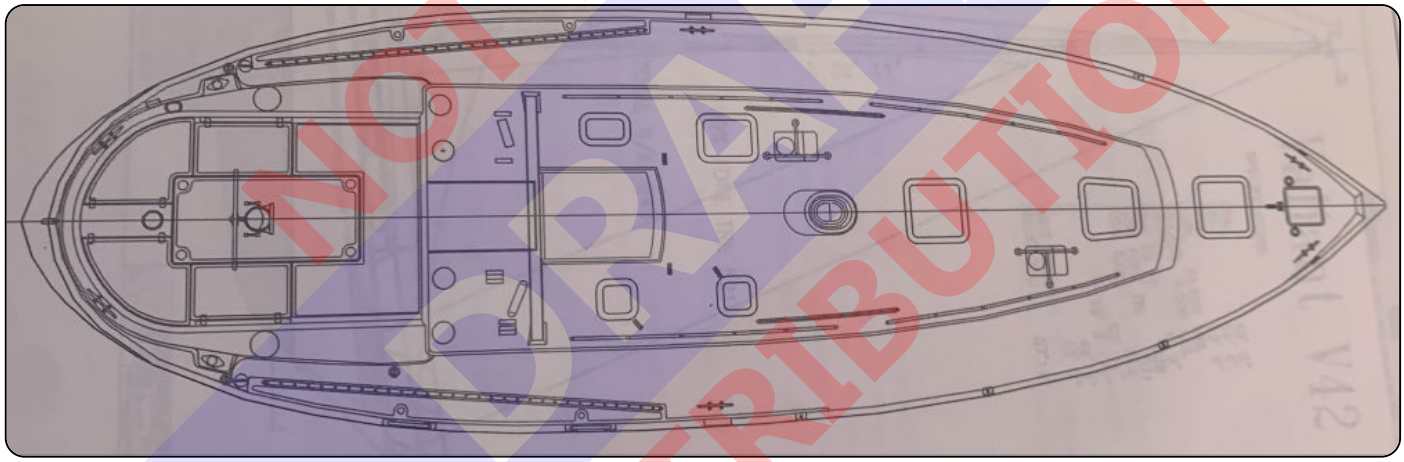
VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$247,750 per surveyor's assessment.**
ESTIMATED REPLACEMENT COST	**$1,160,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

The forward privacy V-berth has an overhead escape hatch, storage below, hanging lockers and bench seats and opening portlights either side, and leads aft to the main salon. There is a bench settee to starboard and L-shaped settee to port with folding dinette table around the centerline compression post. The port U-shaped galley follows aft to a privacy cabin with hanging locker, and the navigation station and an enclosed head are to port. The centerline companionway steps lead up and aft to the cockpit, with a centerline pedestal helm and wrap-around bench seating. Boarding gates are either side of the aft/midships side decks and access to the foredeck and cabin-top are either side of the cockpit.



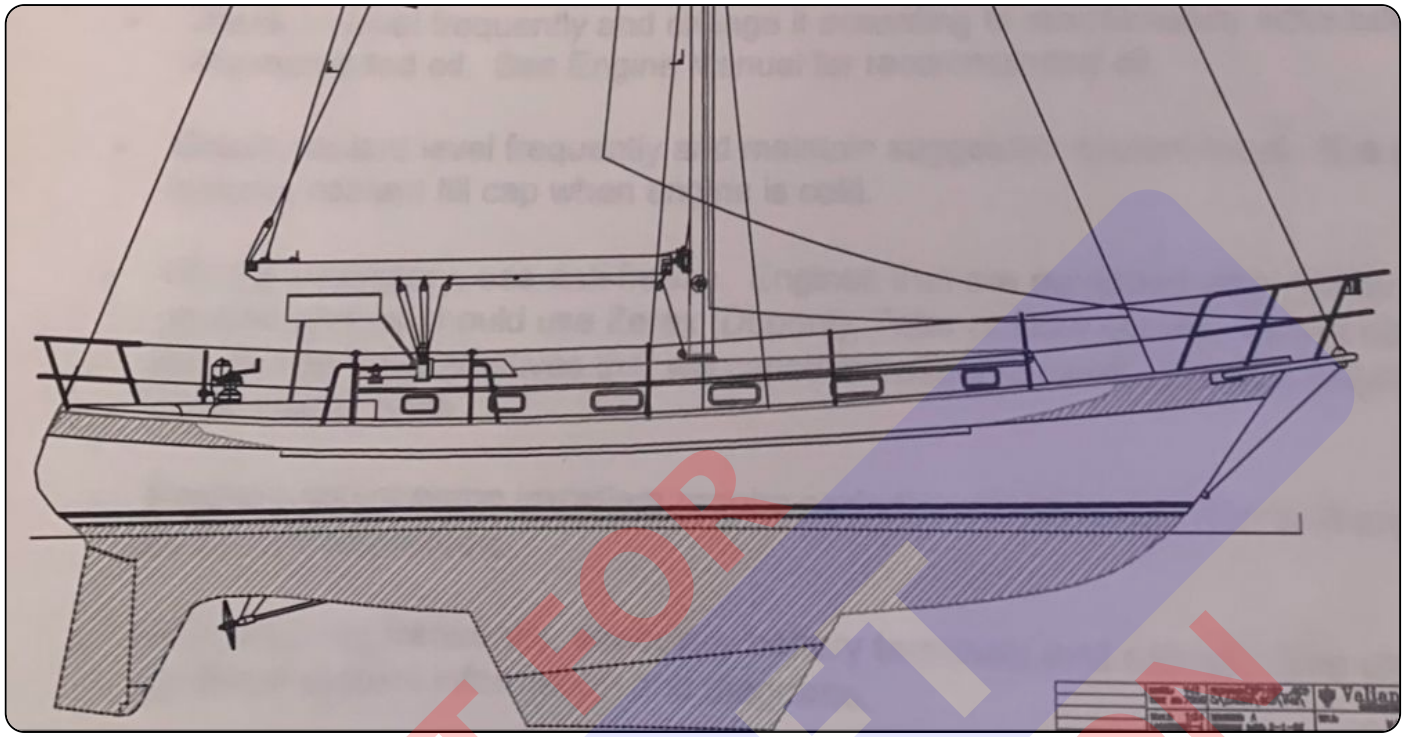


VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Full displacement hull with iron ballast fin keel and skeg rudder.



HULL MATERIAL

Solid FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoated hull with blue boot stripe and matching cove stripe.

GENERAL EXTERIOR CONDITION

The exterior of the vessel was well maintained with an overall clean and well-kept appearance.

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.

KEEL BOLTS

Stainless steel keel bolts cast into the lead ballast. No cracking, thread separation, lifting, or staining was observed on the keel bolts and backing plates.

Minor galvanic corrosion on backing plate from a SS washer- removed at survey.

BILGES

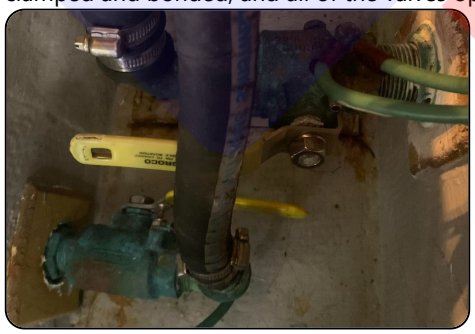
A coated surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

SEA VALVES

The bronze below waterline intake/discharge through-hulls were visually inspected, all appeared well fit with backing plates, double clamped and bonded, and all of the valves operated when tested.



CHAIN LOCKER DRAINAGE

Drainage to the bilge.

BILGE LIMBER HOLES

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

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

Reportedly, composite decks and cabin-top; mostly end-grain balsa wood sandwich cored FRP (fiber reinforced plastic), solid FRP and high-density structural foam at deck penetrations.

PHENOLIC TESTING

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

TOE-RAILS

Perforated aluminum toe-rails. The toe-rails were found secure.

RUB-RAILS

FRP risers with teak rails and stainless-steel striker strips ran at the midships either side. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail or missing striker screws were sighted.

HULL-TO-DECK JOINT TYPE

Reportedly, an overlapping flange type joint. Structurally sound, where sighted.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint. Structurally sound, where sighted.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

DECK PHOTO

COCKPIT PHOTO

BOATHOOK

Aluminum telescoping boathook observed onboard. Appeared serviceable.

BBQ GRILL

Magma railing-mounted LPG cannister grill. Not demonstrated.

BOARDING GATE(S)

Boarding gates either side with stainless steel dual stanchions. Found secure and operational.

BOW RAILING

1" Stainless steel dual bow railings were integrated into the deck railings The railing mounts were found to be secure.

DECK RAILINGS

Stainless steel side deck stanchions with vinyl-sheathed dual cable lifelines ran either side of the vessel. The railing stanchion mounts were found to be secure when moved by hand.

STERN RAILING

1" Stainless steel stern dual railings were integrated into the deck railing. The railing mounts were found to be secure.

HANDRAILS

Stainless steel handrails ran either side of the cabin top and were fitted at convenient locations of the vessel.

CABIN VENTILATION

Provided by the foredeck hatch, cabin top hatches, the opening portlights, and the companionway.

GENERAL CAULKING/SEALANT CONDITION

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

CLEATS

Cleats throughout the vessel were stainless steel horn type. The cleats were found to be secure.

EXTERIOR COVERS

Blue Sunbrella type fabric winch and BBQ covers. Found secure.

DECK HATCHES

Two (2) 18" x 19" hatches; foredeck escape hatch with snap in screen and cabin top hatch.
One (1) forward cabin top trapezoidal hatch.
Two (2) starboard cabin top 8.5" x 8.5" hatches.
One (1) port cabin top 16" x 11" hatch.
Found secure.
The hatches operational and fit for use with no significant UV crazing in the hatch glass.

Finding C-1

Two (2) port side snaps were missing from the forward hatch netting vinyl.

Recommendation

Repair the vinyl snaps on the netting, as necessary.

EXTERIOR DECK ACCESS HATCHES

FRP deck hatches. All deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

Deck drains were installed midships side decks and cockpit. The drains were clear and unobstructed where sighted.

DODGER

Grey sunbrella-type fabric with 1" stainless steel tubular supports. Found secure.
Note: the dodger fabric was sighted with mildew. Reportedly, the dodger is being replaced.

DORADE VENTS

Two (2) stainless steel with stainless steel tubular guards. The dorade vents were found secure.

EXTERIOR SHOWER

Hot/cold shower in the port aft cockpit with hot/cold in-line valves. Demonstrated.

EXTERIOR SEATING

Molded FRP cockpit bench seating on either side.

FENDERS

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

GENERAL HARDWARE CONDITION

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

KICKER MOTOR MOUNT

Transom railing mounted Edson motor mount. Found secure.

LINE CHOCKS

Stainless steel midship bow line guide chocks. The chocks were found to be secure.

LINE HAWSE PIPES

Stainless steel line hawse pipes were installed port & starboard at the 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

Twelve (12) Hood stainless steel portlights, six (6) each side cabin top.

EXTERIOR WASHDOWNS

Forward washdown with seacock under v-berth, in line filter, Shurflo Blaster 12VDC pump. Demonstrated.

Ground Tackle

ANCHORS

Fairleads; starboard galvanized spade-type anchor, port galvanized Delta anchor.

Spare: Fortress anodized aluminum anchor with galvanized chain.

The starboard anchor was ready to deploy and its shackle bolt was properly secured with safety wire (seizing wire) to prevent accidental anchor loss.

Note: the port anchor shackle bolt was not seized.

Port anchor shackle (not seized)

Finding B-1

The starboard anchor was sighted with significant corrosion.

Recommendation

Recondition or replace the starboard anchor.

ANCHOR RODE TYPE

9mm galvanized chain, either side.

Starboard anchor has approximately 300' chain.

Port anchor has approximately 150' chain, 150' stranded nylon line.

No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

ANCHOR WINDLASS

Lighthouse 1501. Demonstrated.

ANCHOR PLATFORM

Stainless steel fairleads with double anchor roller chutes. 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.

CONSIDERATIONS

The painted/epoxied chain separator plank at the stem in the anchor locker (non-structural) was sighted to be split/cracked.
No action is required at the time of survey. Monitor and address, as necessary.

Cracked non-structural anchor locker plank

Tender/Auxiliary Watercraft

ENGINE MODEL

Reportedly, a Torqedo motor conveys with the sale of the vessel (not onboard) (required test/prove).

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Bronze 3-bladed Max-Prop. No cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hub and shaft.

PROPELLER SHAFTS

Stainless steel 1 1/4" inch diameter. The shaft tracked straight through the shaft log transit and no pitting or corrosion was sighted on the shaft.

LINE CUTTING DEVICES

A line cutting spur was installed forward of the propeller. Appeared adequate.

PROPELLER SHAFT LOGS

Alignment at the shaft log transit was inspected with no exceptions observed.

PROPELLER SHAFT STRUTS

Cast bronze I-beam type propeller shaft strut. The shaft strut was visually inspected with no significant corrosion or visible signs of damage. Also, the strut's internal securing bolts and backing plate(s) were inspected (where accessible) with no excessive corrosion or evidence of leakage.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The cutless bearing showed no signs of significant wear.

RUDDER MATERIAL

Foam-filled fiberglass rudder with steel blades (per owners' manual). Percussion hammer testing showed no evidence of softness or delamination on rudder.

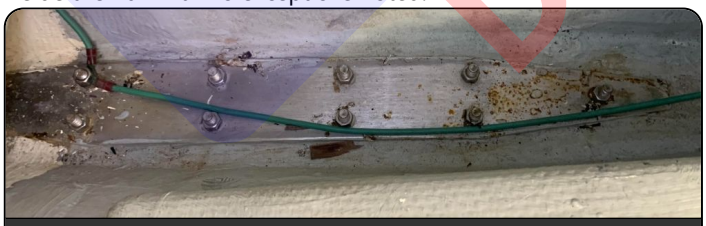
RUDDER MOUNTING

Skeg mounted.

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

Percussion hammer testing showed no evidence of softness or delamination on rudder.

The skeg is mounted to the hull with through-bolts and a backing plate. The bolts and backing plate were visually inspected from inside the hull with no exceptions noted.



Skeg bolts and backing plate

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.

HULL TRANSDUCERS

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

SACRIFICIAL ANODES

The propeller nut and one of the two shaft collar anodes were replaced. The underwater zinc hull-mounted anodes appeared to be nearing 65% depletion but could not be replaced due to the position of the travel lift straps. Recommend replacing at next haul-out.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable, except where noted.

Finding B-2

Large paint blisters were sighted on the port aft keel and small paint blisters were sighted on the keel.

Recommendation

At next haul out, recommend prepare and repaint bottom paint.

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.

HULL INSPECTION COMMENTS

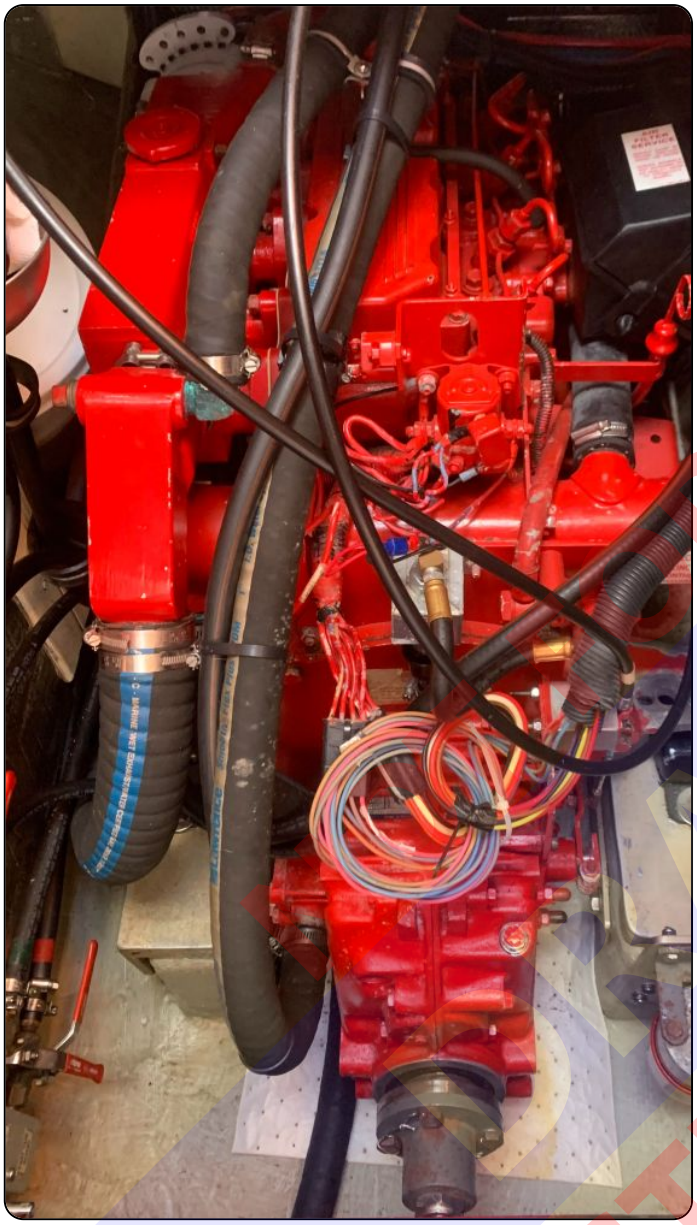
Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection. A percussion hammer sounding was performed on the hull's accessible wetted surfaces with no anomalies observed.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Westerbeke 44A HBW-15OV.



ENGINE HORSEPOWER

39HP/3600 RPM (per data tag).

NUMBER OF CYLINDERS

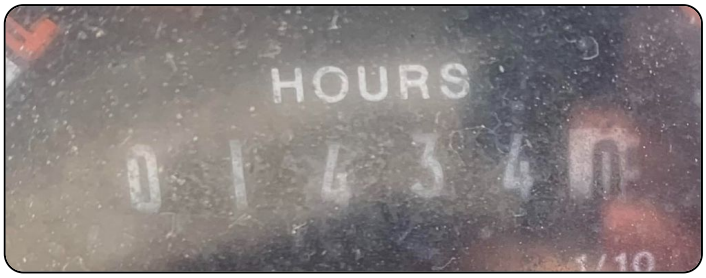
Four (4) in-line configuration.

ENGINE STARTER VOLTAGE RATING

12 volt starting voltage.

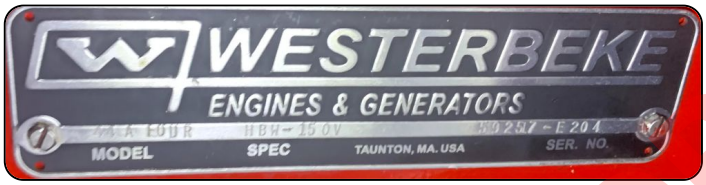
ENGINE HOURS

1434 hours were observed on the engine's analog hour meter.

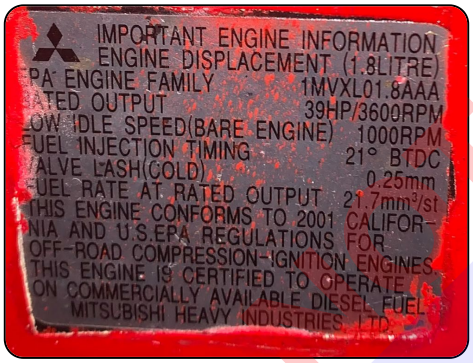


ENGINE SERIAL NUMBERS

592517-E204.

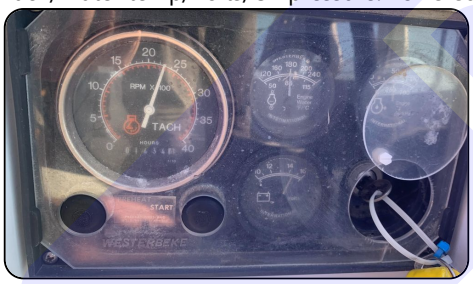


ENGINE LABELS & NOTICES



ENGINE DISPLAYS

Tach/Water temp/Volts/Oil pressure. Powered up.



ENGINE ALARM SYSTEM

Test sounded/illuminated.

THROTTLE & SHIFT CONTROLS

Mechanical lever/cable type. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust. No iron sulfide corrosion (rust) sighted.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust. Coolant-to-raw water plate core heat exchanger, with self-priming centrifugal raw water pump and gear driven coolant circulation pump.

MAIN ENGINE COOLANT LEVEL

Normal level was reportedly in the coolant header tank.

MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

ENGINE DRIVE BELTS

The belt appeared properly tensioned and fit for intended use, with no excessive belt dust sighted.

EMERGENCY ENGINE SHUTDOWN

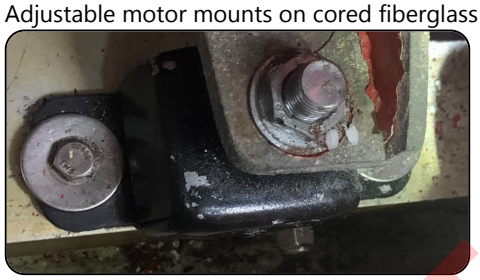
The engine shut-off pull handle in the port cockpit was demonstrated.

ENGINE SPACE IGNITION PROTECTION

Ignition protection appeared to be provided throughout the engine compartment where sighted.

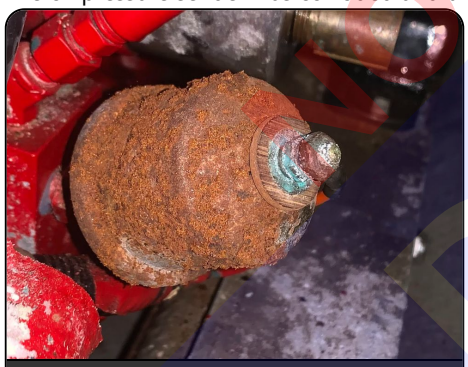
ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers. Reportedly recently replaced. Appeared serviceable.



ENGINE COMMENTS

The oil pressure sender was corroded and the heat exchanger caps were sighted with salt residue and minor corrosion.



Oil pressure sender

Heat Exchanger Cap

Finding B-3

The oil pressure sender was corroded and the heat exchanger caps were sighted with salt residue and minor corrosion.

Recommendation

Replace the oil pressure sender unit, clean the salt and corrosion from the heat exchanger caps to investigate further. Replace cap gaskets, if necessary, and replace zincs regularly.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

V-drive.

TRANSMISSIONS/GEARS

ZF-Marine.

GEAR RATIO

2.99 : 1.

GEAR SERIAL NUMBERS

41756K.

HEAT EXCHANGERS

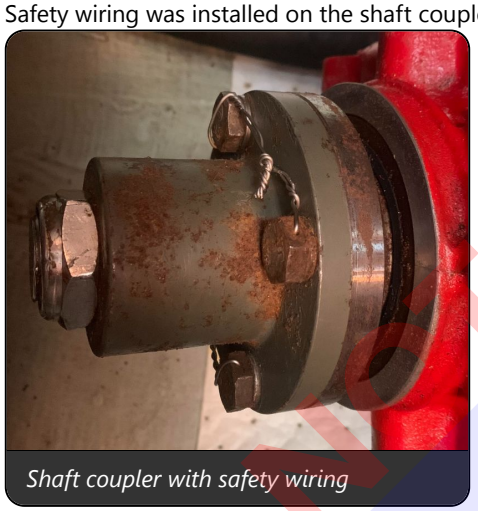
Raw water heat exchanger.

PROPELLER SHAFTS

Size: 1 1/4". Material: stainless steel.

PROPELLER SHAFT COUPLERS

Safety wiring was installed on the shaft coupler.



Shaft coupler with safety wiring

PROPELLER SHAFT SEALS

PYI dripless shaft seal. Appeared serviceable.

Machinery & Bilge Space Equipment

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.

MACHINERY SPACE INSULATION

Aluminized Mylar faced foam thermal and acoustical insulation was installed in the engine room.

SEACOCKS/SEA-VALVES

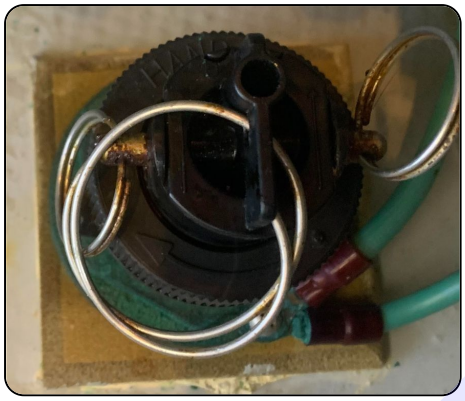
Raw water seacocks were bronze alloy ball valve type. The valves moved freely when tested.

RAW WATER STRAINERS

Bronze alloy with sight glass in the keel bilge. Found clean and free of marine debris. Appeared serviceable.

TRANSDUCER

The transducers were found secure.



FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

5052-H32 aluminum.

NUMBER OF FUEL TANKS

Four (4); two (2) saddle tanks either side.

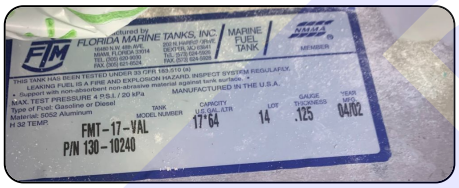
FUEL TANKAGE CAPACITY

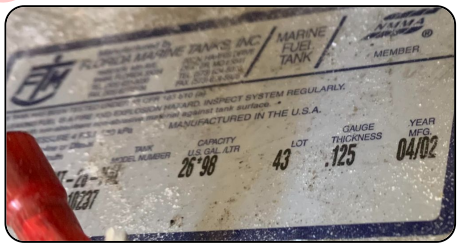
One (1) 19 gallon tanks (per data tags).
One (1) 17 gallon tank (per data tag).
Two (2) 26 gallon tank (per data tag).
87 gallons total (per owner's manual).

FUEL LEVEL MONITORING

Analog fuel gauge under the companionway with rocker-switch tank selector. Powered up.

FUEL TANK MANUFACTURER LABELING





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 in the lazarette.

FUEL FILL LOCATION

Port & starboard aft 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.

FUEL TANKAGE & FUEL FILL GROUNDING

Appeared to be properly grounded where sighted.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted. Hoses were double-clamped where sighted.

FUEL LINES/HOSES

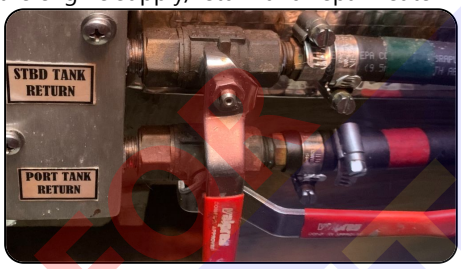
USCG Approved Type A1 fuel hoses where sighted. Found secure.

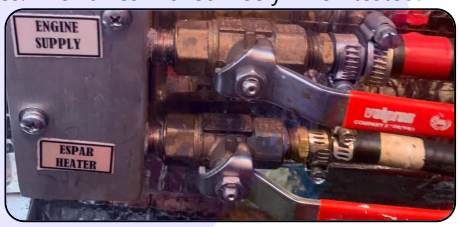
FUEL SHUT-OFF VALVES

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

FUEL MANIFOLD VALVES

Ball valves at the tank selector manifold and the engine supply/return and Espar heater lines. The valves moved freely when tested.





MAIN ENGINE PRIMARY FUEL FILTERS

Racor fuel filter/water separator with heat shield. The bowl was clear and clean and no water was sighted in the bowl.

FUEL FILTER CONDITION

The fuel filter bowl was clean and clear where sighted (filter not removed).

FUEL TANKAGE SPACE IGNITION PROTECTION

Electrical items in the fuel tankage space appeared ignition protected, where sighted.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Pedestal helm wheel with stainless steel cable and pulley type mechanical steering with aluminum quadrant. Demonstrated.

STEERING SYSTEM MANUFACTURER

Edson International Mfg.

NUMBER OF STEERING STATIONS

One (1)

STEERING SYSTEM PULLEYS/CABLES

The cable and pulley system was well secured where sighted and operational during the survey. The sheaves moved freely when tested and no broken cable strands were sighted.

RUDDER STOCKS

Stainless steel rudder stock.

RUDDER LOG SEALS

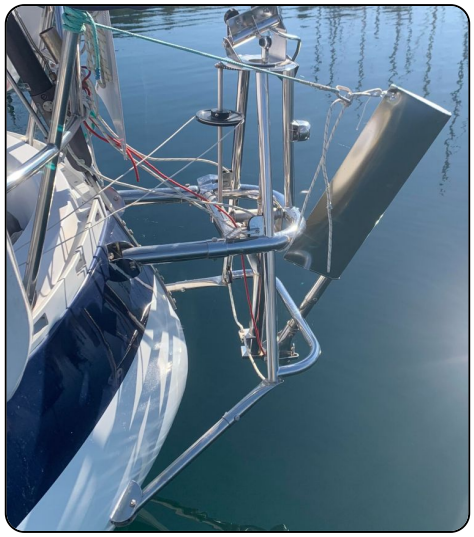
Dripless rudder shaft seal.

EMERGENCY STEERING SYSTEM

Rudder tiller connection access was under the aft helm's deck plate. Emergency tiller sighted onboard. Appeared adequate.

WIND-VANE

Monitor stainless steel mechanical wind vane steering (required test/prove). Found secure.



RIGGING & SAILS

Standing Rigging

RIGGING TYPE

Cutter

MAST

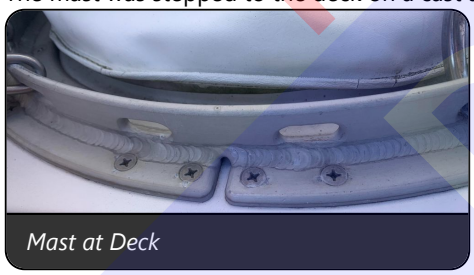
Coated aluminum mast. Appeared fit for intended use.

MAST SPREADERS

Double spreader rig.

MAST STEP

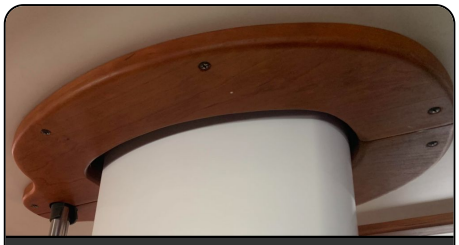
The mast was stepped to the deck on a cast aluminum pad with a compression post. Found secure.



Mast at Deck

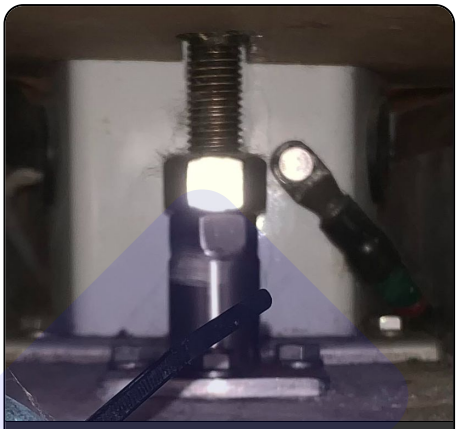
COMPRESSION POST

Aluminum compression post. No cracks or deformities sighted. Found securely fit to cabin top and fiberglass hull structure.



Compression post at overhead

Compression post (forward) at keel table



Compression post (aft), support rod, grounding cable at keel table

MAST SUPPORTERS

Aluminum mast partner and maststep.

BOOM

Aluminum boom. The boom was well secured where sighted, and all of its accessible hardware and attachments points were found in working order.

GOOSENECK

The gooseneck, pivot yoke and bolt, reefing hook, and associated hardware were secure, and the boom was properly secured to the gooseneck. See Note.

Yoke pivot bolt nut (loose)

Finding B-4

The yoke pivot bolt appears to be backed out (unsecure) approximately 1/4".

Recommendation

Clean and inspect the bolt threads and nut, tighten the nut or replace, as necessary, and monitor.

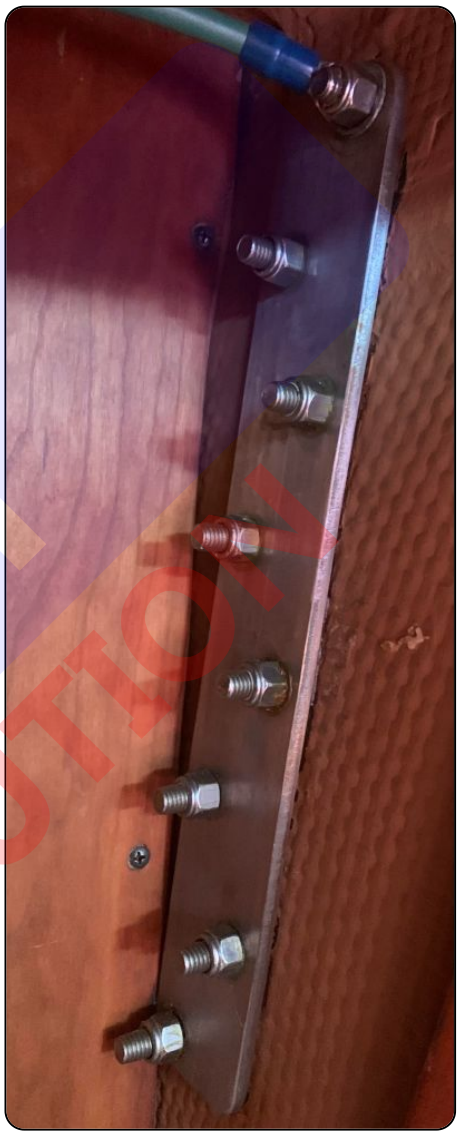
BOWSPRIT STAYS

Stainless steel rod rigging bobstay. Found secure.

RIGGING CHAIN PLATES

Internal stainless steel chain plates. No crevice corrosion, pitting, cracking, or deformations were observed.

Backstay chainplate



SHROUDS/STAYS/TERMINAL ENDS

Rod rigging shrouds with hydraulic backstay.
Reportedly, the rigging was replaced 2020.

BACKSTAY

Navtec hydraulic backstay. Demonstrated.
SN 0602427.

Finding B-5

The hydraulic backstay gauge window was broken, and minor hydraulic fluid was observed at the top of the strut.

Recommendation

Investigate possible hydraulic leak further, repair or replace pressure gauge.

RIGGING TANG ENDS

Stainless steel tangs. Observed with 40x Loupe LED magnifying glass. The condition of the tang ends were visually inspected from deck level only, with no exceptions observed.

RIGGING TURNBUCKLES

Open design stainless steel turnbuckles. Observed with 40x Loupe LED magnifying glass. No significant corrosion had developed on the open design turnbuckles.

RIGGING TOGGLES

Stainless steel toggles. Observed with 40x Loupe LED magnifying glass. The condition of the toggles were visually inspected from deck level only, with no exceptions observed.

RIGGING CLEVIS PINS & COTTER PINS

All rigging clevis and cotter pins were inspected from deck level only and found serviceable.

CONSIDERATIONS

It is generally recommended to remove and inspect the standing rigging every four (4) years and replace the standing rigging every ten (10) years.

Running Rigging

MAIN SHEET TRAVELER

Lewmar mainsheet traveler. The mainsheet traveler and its attachment hardware were demonstrated with no exceptions observed.

TOPPING LIFT

The boom's topping lift attachment points and line appeared fit for its intended use (observed from deck level only).

REEFING SYSTEM

Slab reefing system with two (2) mainsail reef points. Demonstration of the reefing system was outside the scope of this survey, but the attachment points, cringles and lines appeared in place and ready for use. Full demonstration and familiarity with this particular vessel's reefing system is recommended before any passage.

ROLLER FURLING GEAR

Schaefer Marine headsail and staysail furling gear. Demonstrated.

WINCHES

Lemar: two (2) 58, two (2) 40, one (1) Lewmar 44.
Lewmar 40 on mast.
Antal whisker pole winch. Not demonstrated.
The winches were operational.

HALYARDS

Halyards were braided and color coded lines. Appeared fit for intended use.

SHEETS

Sheets were braided and color coded. The sheets were visually inspected and several were demonstrated during the sailing trial run and appeared fit for their intended use.

LINE CLUTCHES

Antal line clutches. The line stop clutches/jammers were operated by hand-weight only and several were demonstrated during the sailing trial run; no exceptions were observed.

BLOCKS & TURNING BLOCKS

Antal turning blocks and cheek blocks. The turning blocks were securely fit and the sheaves moved freely when tested.

SWIVEL BLOCKS

Lewmar swivel blocks. The swivel blocks were securely fastened where sighted and their roller sheaves moved freely when tested by hand and at the sea trial.

PAD EYES

Stainless steel deck pad-eyes were inspected and found fit for intended use.

TRACKS & CARS

Four (4) Schaefer Marine tracks and cars. The tracks were visually inspected and appeared to be securely fit while under load. The cars slid freely and latched into place when demonstrated, except where noted.

Finding B-6

The starboard aft car did not operate when tested by hand (appeared seized).

Recommendation

Lubricate car and test/prove.

SAILTRACKS

Internal sailtrack on the mast. No signs of damage or significant wear was observed on the mast sailtracks and sailtrack slides where sighted from deck level only.

Sails

MAINSAIL

Quantum mainsail. Demonstrated. Found fit for intended use.

HEADSAIL

Hood roller furling headsail. Demonstrated. Found fit for intended use.

STAYSAIL

Hood roller furling staysail. Demonstrated. Found fit for intended use.

REEFING POINTS

Reefing points were observed from deck level only. No exceptions were observed, where sighted.

SAIL SEAMS

No fraying of the seams was observed. No exceptions were observed, where sighted.

SAIL BATTENS

No exceptions were observed on the sail battens, where sighted.

SAIL HEAD

No exceptions were observed, where sighted from deck level only.

SAIL TACK

No exceptions were observed, where sighted.

SAIL CLEW

No exceptions were observed, where sighted.

SAILS COMMENTS

Sails were sighted with sewn-on Sunbrella-type sacrificial UV covers at clews. Found serviceable.

CONSIDERATIONS

Sails should be routinely checked at the head, tack and clew for stress or loose threads and signs of mildew. Always recommend that the sails be inspected by a qualified sailmaker or the manufacturer.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Reportedly, approximately 80% fuel load, 80% water load, low/medium gear load and four people onboard.

ENGINE STARTUP

The engine started without excessive cranking or 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 BACKDOWN TEST

The engine motor mounts were observed while the engines were placed in forward and reverse gear several times under load without exception.

ENGINE CONTROL STATION OPERATION

The engine controls were operated at the helm station without exception.

STEERING TEST

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

ENGINE PERFORMANCE

The engine was run above 2600 RPM with no significant changes observed in oil pressure, water temperature.

SAILING TEST

The mainsail and furling headsails were demonstrated during the sailing test with no exceptions.

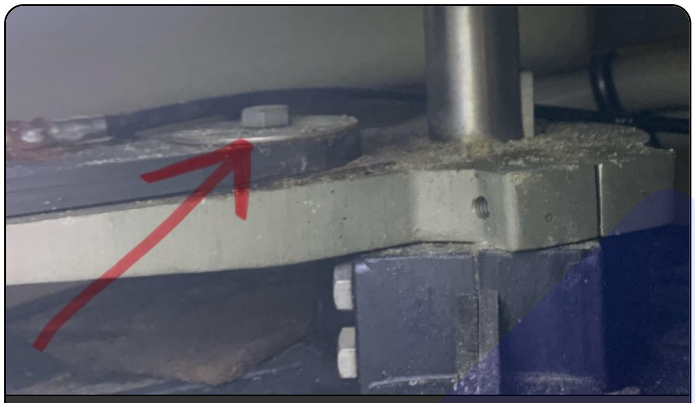
CONSIDERATIONS

Several variables affect vessel speeds and engine RPM (vessel trim, weight/load, running gear and wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.).

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

Alpha 3000 Autopilot. The autopilot actuator powered up but the arm was not secured to the rudder post. A nut was missing from the retaining bolt.



Autopilot actuator arm bolt with missing nut.

Finding B-7

The autopilot actuator arm was not secured to the rudder post. A nut was missing from the retaining bolt.

Recommendation

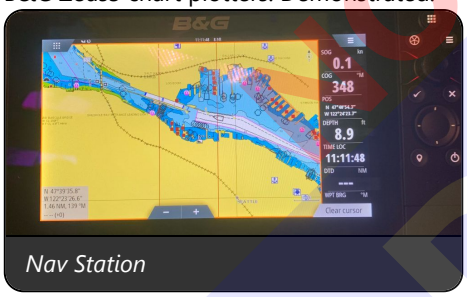
Secure the autopilot actuator arm with a nut on the retaining bolt.

COMPASSES

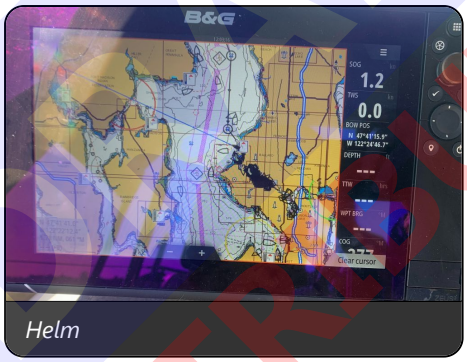
Ritchie SP5 magnetic compass. Appeared adequate.

GPS CHARTPLOTTER

B&G Zeus3 chart plotters. Demonstrated.



Nav Station



Helm

AIS (AUTO IDENTIFICATION SYSTEM)

Ocean Signal AIS. AIS target data was observed on the interfaced multi-function navigation units.

VHF RADIOS

iCOM M424G.

iCOM HM-195 CommandMic remote-control mic at helm.

Transmitted/received radio check signals.

ANTENNAS

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

MARINE RADAR

Halo Dome radar interfaced with the B&G helm and navigation station monitors. Demonstrated.

RADAR REFLECTOR

Tubular plastic type radar reflector. Sighted from deck level only.

See Note.

Finding C-2

The plastic tubular radar reflector appeared to be UV-weathered.

Recommendation

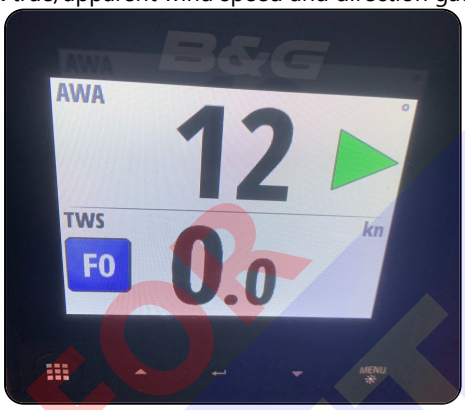
Recommend inspecting further and replace, as necessary

SPEED DISPLAY

B & G (Brookes & Gatehouse) network speed gauge. Demonstrated.

WIND INSTRUMENT

B & G (Brookes & Gatehouse) Triton2 network true/apparent wind speed and direction gauges. Demonstrated.



BAROMETER

Chelsea barometer. Appeared adequate.

SHIP'S CLOCK

Chelsea clock. Powered up.

SATELLITE TELEPHONE

Iridium GO! satellite device. Powered up. Not demonstrated.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: four (4) 12v Gel-Cell batteries.
Start: one (1) 12v Gel-Cell battery.
All batteries are Deka Dominator Deep Cycle 780 MCA 980ah and dated "E6" (likely 2016).
Batteries were properly secured, and terminals were properly protected (ABYC E-10.7).

BATTERY SWITCHES

House bank On/Off rotary switch, start battery On/Off selector switch, battery rocker switch.

MAIN DC BREAKERS

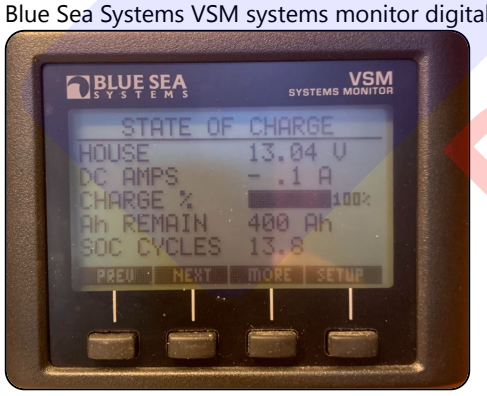
The main DC breaker was located in the main DC electrical panel.

DC ELECTRICAL PANEL BREAKERS/FUSES

All DC circuits appeared to be adequately protected by branch or switched breakers.

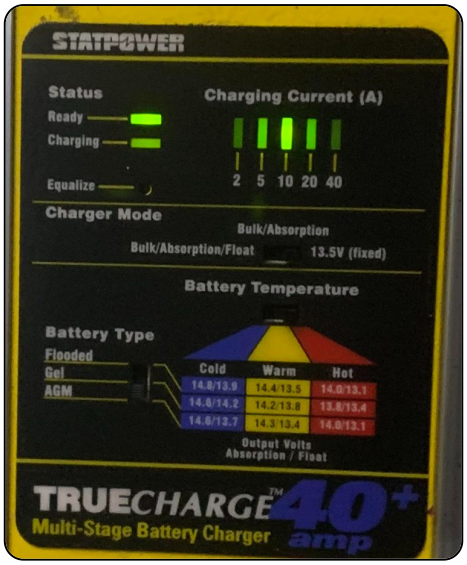
DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage and amperage gauges were located in the main DC electrical panel. Powered up.
Blue Sea Systems VSM systems monitor digital display was located at the navigation station. Powered up.



BATTERY CHARGERS

Xantrex True-Charge 40+ 12 volt / 40 amp. battery charger. Powered up.
Blue Sea Systms ML-ACR (Automatic Charging Relay).

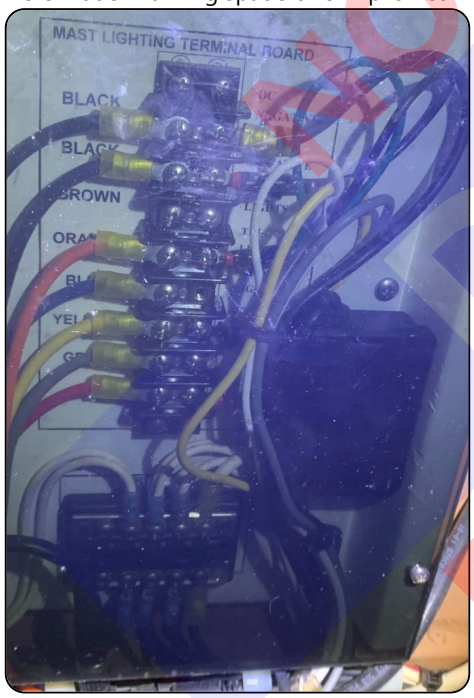


BONDING SYSTEM (ABYC E-2 & E-11)

There did not appear to be any bonding or grounding exceptions identified during the survey.

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

120 volts AC.

AC SHORE POWER INLETS

One (1) 30A 125V inlet.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was located in the main electrical panel.

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 main AC electrical panel.

A red reverse polarity indicator light was observed at the main AC electrical panel.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Shore/Off/Inverter selector switch. Demonstrated.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

ProMariner ProSafe Zinc Saver II 30 amp. galvanic isolator.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located, with GFCI protection in all wet areas. GFCI outlets tripped at their test buttons where sighted.

AC ELECTRICAL OUTLET POLARITY

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

BONDING SYSTEM

SYSTEM

Non-current carrying grounding wire and copper sheets for some keel bolt backing plates.

CONDUCTORS

Insulated, stranded copper, #8AWG conductors (green).

CONDITION

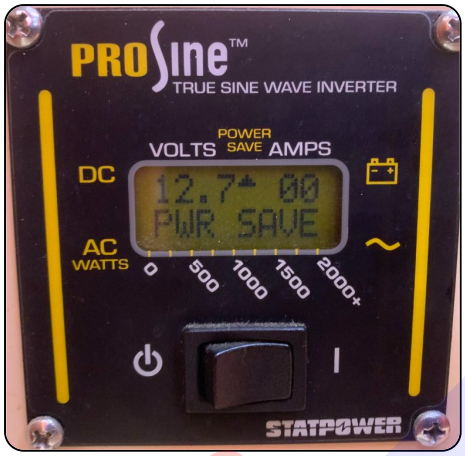
Thru hull fittings and metals terminated.

GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

INVERTER SYSTEMS (ABYC E-11, A-31)

Xantrex ProSine 1800 True Sine Wave inverter with breaker and digital display. Powered up.



SOLAR POWER SYSTEM

Three (3) SunPower Solar photovoltaic panels with Victron Energy MPPT 75/15 Blue solar charger controller. Powered up.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

316L stainless steel.

NUMBER OF FRESHWATER TANKS

Two (2)

WATER TANKAGE CAPACITY

94 gallons (including water heater).

WATER TANKAGE SECURING

The water tankage was framed in where sighted. The water tank appeared to be well secured where sighted.

WATER TANKAGE LOCATION

Port & starboard outboard amidships settees.

WATER FILL LOCATION

Port & starboard amidships side decks.

WATER FILL MARKING

Both deck fittings were properly marked for water.

FRESHWATER TANKAGE VENTILATION

Port & starboard hull sides below the water fill pipes.

FRESHWATER ACCUMULATOR TANK

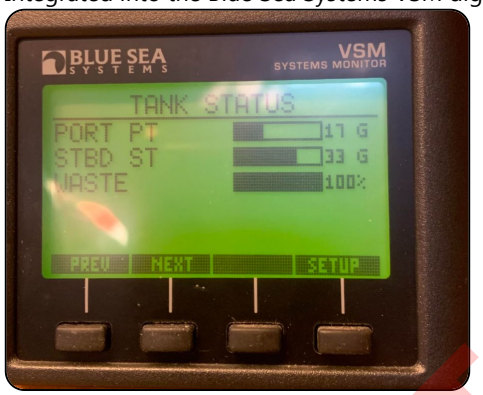
Jabsco coated steel accumulator tank. While the internal pressure of the accumulator tank was not verified at the time of survey, no leaks were observed.

FRESHWATER PIPE/HOSE PLUMBING

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

WATER LEVEL MONITORING

Integrated into the Blue Sea Systems VSM digital monitor. Demonstrated.



MANIFOLD

Two (2) bank water system manifold. The valves moved freely when tested.

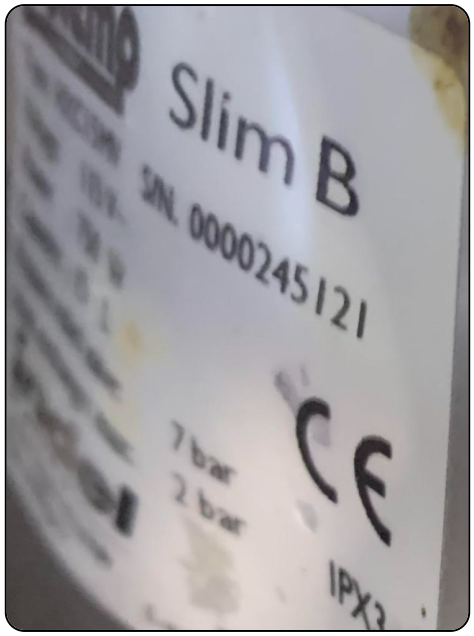
FRESHWATER FOOT PUMPS

One (1) Whale Gusher fresh-water foot pump at the galley sink. Demonstrated.

Hot Water System

WATER HEATER

Isotemp Slim B water heater.
S/N 0000245121.



WATER HEATER TYPE
Marine grade 120 volt.

WATER HEATER CAPACITY
6 gallons.

WATER HEATER PRESSURE RELIEF VALVE
Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM
Engine mounted heat exchanger.

Water Filtration System

DESALINATION (FRESHWATER MAKING) SYSTEM
Katadyn Powersurvivor-40 desalination system. Not demonstrated.
Model MROD-40E.
SN 40-06647.

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
Polyethylene blackwater (sewage) holding tank.

BLACKWATER SYSTEM DISCHARGE
Y-valve with starboard deck pump-out fitting and Henderson manual overboard pump.

Greywater System

GREYWATER DISCHARGE SYSTEM
The sinks discharge directly overboard.

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

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT
Forward V-berth cabin, port aft cabin, convertible settees with lee cloths.

HEAD ARRANGEMENT
Jabsco manually operated head.

SHOWER ARRANGEMENT
Stall shower in the head. Demonstrated.

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
Teak & holly cabin sole.

CABIN SOLE FOUNDATION
1" laminated plywood cabin sole foundation. Found very durable and secure.

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.

INTERIOR MIRRORS
No desilvering was observed on the interior mirror's reflective coatings.

CEILING HEADLINERS
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.

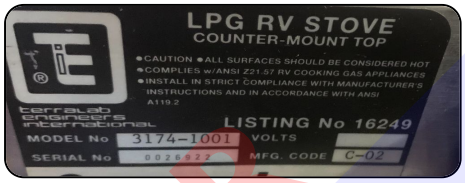
CABIN HEATING SYSTEM

Espar Grand Mariner D5LCGM diesel air heater. Demonstrated.

Galley Equipment

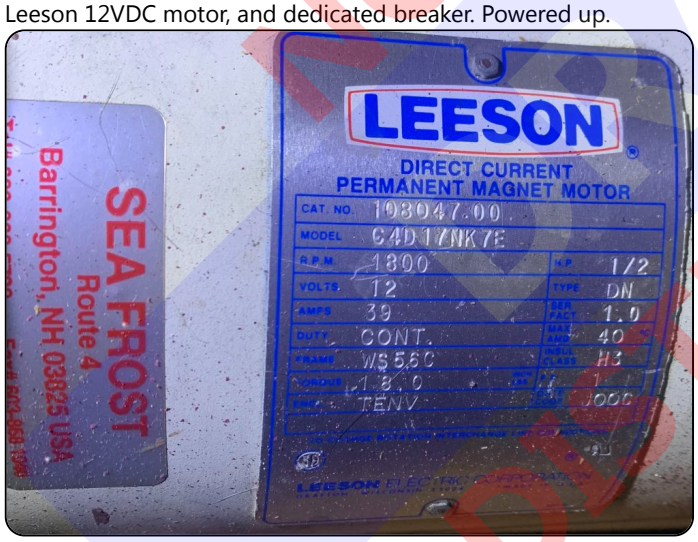
STOVE

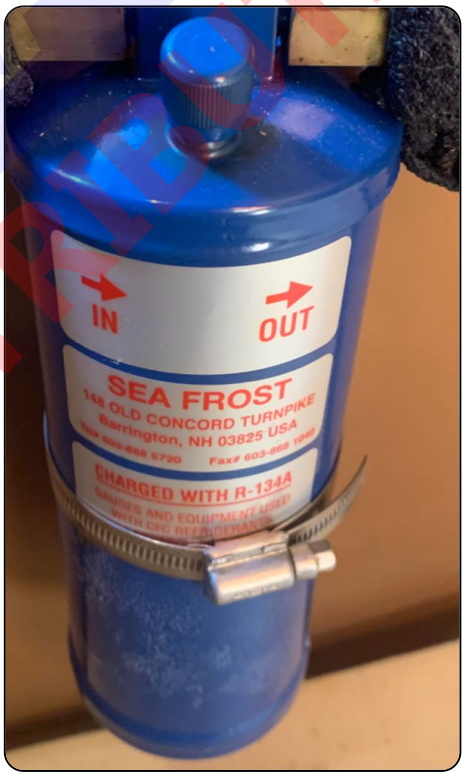
Princess LPG 3-burner stove/oven. Demonstrated.



REFRIGERATION

Sea Frost dual counter drop-in refrigeration with analog temperature gauges, dedicated raw water intake and in-line filter, and Leeson 12VDC motor, and dedicated breaker. Powered up.





SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Three (3) type V inflatable U.S.C.G. approved PFDs were observed onboard the vessel.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device (ring)

FIRE EXTINGUISHERS (33 CFR 175.310)

Two (2) type ABC-I 2.5 lb. dry chemical hand-held fire extinguishers were located in the port aft hanging locker and main salon.
Note: Disposable extinguishers have a 12-year service life (NFPA 10) and are not required to be annually tagged.
Note: NFPA requires a label denoting fire extinguisher storage inside any locker/cabinet.

Finding B-8

There were not enough fire extinguishers onboard for a vessel of this size.

Recommendation

Provide at least two additional fire extinguisher to comply with USCG, ABYC (A-4 Table2) and NFPA recommended standards for fire protection.

Finding B-9

The National Fire Protection Association requires a label indicating fire extinguisher storage inside any locker or cabinet.

Recommendation

Affix a label denoting fire extinguisher storage inside the locker or cabinet, as necessary.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells and handheld flares (current dated).
Forespar floating strobe light. Powered up.
Model WL-1.

SOUND PRODUCING DEVICES (33 CFR 83)

Handheld compressed air horn (required test/prove).

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

"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"

A written "Waste Management Plan" was observed onboard.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was not properly displayed.

Finding B-10

The Washington State-required Carbon Monoxide (CO) Warning Label was not properly displayed.

Recommendation

Display the Washington State-required Carbon Monoxide (CO) Warning Label.

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 not observed onboard. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

The U.S.C.G. Navigation Rulebook can be accessed online at www.navcen.uscg.gov.

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

One (1) bilge visual high water alarm (red light) at navigation station.

Finding B-11

The vessel did not have bilge high water audio alarms installed.

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.

McMurdo G8 SmartFind AIS 406 & 121.5 MHz GNSS EPIRB.

MAN OVERBOARD SYSTEM (MOB)

U.S.C.G. Type IV throwable horseshoe rings with floating rescue throw lines.

FIRST AID SUPPLIES

None sighted. Highly recommended.

CARBON MONOXIDE DETECTORS (ABYC A-24)

CO alarm in main cabin. Test sounded.

Finding B-12

Carbon monoxide detectors were not installed in all accommodation spaces.

Recommendation

Carbon monoxide detectors can be very important safety equipment. Install carbon monoxide detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations. (ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s).

SMOKE DETECTORS (NFPA 302)

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

Finding B-13

Smoke detectors were not installed in the accommodation spaces.

Recommendation

Install a smoke detector in all the accommodation spaces to comply with ABYC Standards and NFPA Regulations. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation space intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for single and multiple station smoke alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

Shurflo 1800 12VDC automatic bilge pump with float switch in the keel bilge. Powered up.

MANUAL BILGE PUMPING SYSTEMS

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

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

One (1) tank in the port lazarette.
One (1) tank in the starboard lazarette (spare).

GAS TANKAGE SPACE VENTILATION

Appeared adequate (keep drainage hole clear).

GAS SHUT-OFFS

Shut-off valve was located at the gas tank, in-line below the stove, and an electric gas shut-off solenoid was located in the galley. All components demonstrated.

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 tank.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tank.

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.

LPG GAS FUME DETECTORS

None sighed. Highly recommended.

GAS SYSTEM COMMENTS (ABYC A-1)

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

The Findings & Recommendations section is only one section of the "XXXXXXXX" 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 **Anchors**

The starboard anchor was sighted with significant corrosion.

Recommendation

Recondition or replace the starboard anchor.

Finding B-2 **Antifouling Paint**

Large paint blisters were sighted on the port aft keel and small paint blisters were sighted on the keel.

Recommendation

At next haul out, recommend prepare and repaint bottom paint.

Finding B-3 **Engine Comments**

The oil pressure sender was corroded and the heat exchanger caps were sighted with salt residue and minor corrosion.

Recommendation

Replace the oil pressure sender unit, clean the salt and corrosion from the heat exchanger caps to investigate further. Replace cap gaskets, if necessary, and replace zincs regularly.

Finding B-4 **Gooseneck**

The yoke pivot bolt appears to be backed out (unsecure) approximately 1/4".

Recommendation

Clean and inspect the bolt threads and nut, tighten the nut or replace, as necessary, and monitor.

Finding B-5 **Backstay**

The hydraulic backstay gauge window was broken, and minor hydraulic fluid was observed at the top of the strut.

Recommendation

Investigate possible hydraulic leak further, repair or replace pressure gauge.

Finding B-6 **Tracks & Cars**

The starboard aft car did not operate when tested by hand (appeared seized).

Recommendation

Lubricate car and test/prove.

Finding B-7 **Autopilot**

The autopilot actuator arm was not secured to the rudder post. A nut was missing from the retaining bolt.

Recommendation

Secure the autopilot actuator arm with a nut on the retaining bolt.

Finding B-8 **Fire Extinguishers (33 CFR 175.310)**

There were not enough fire extinguishers onboard for a vessel of this size.

Recommendation

Provide at least two additional fire extinguisher to comply with USCG, ABYC (A-4 Table2) and NFPA recommended standards for fire protection.

Finding B-9 **Fire Extinguishers (33 CFR 175.310)**

The National Fire Protection Association requires a label indicating fire extinguisher storage inside any locker or cabinet.

Recommendation

Affix a label denoting fire extinguisher storage inside the locker or cabinet, as necessary.

Finding B-10 **"CO" Warning**

The Washington State-required Carbon Monoxide (CO) Warning Label was not properly displayed.

Recommendation

Display the Washington State-required Carbon Monoxide (CO) Warning Label.

Finding B-11 **Bilge High Water Alarms**

The vessel did not have bilge high water audio alarms installed.

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-12 **Carbon Monoxide Detectors (ABYC A-24)**

Carbon monoxide detectors were not installed in all accommodation spaces.

Recommendation

Carbon monoxide detectors can be very important safety equipment. Install carbon monoxide detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations. (ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s).

Finding B-13 **Smoke Detectors (NFPA 302)**

Smoke detectors were not installed in the accommodation spaces.

Recommendation

Install a smoke detector in all the accommodation spaces to comply with ABYC Standards and NFPA Regulations. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation space intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for single and multiple station smoke alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Deck Hatches**

Two (2) port side snaps were missing from the forward hatch netting vinyl.

Recommendation

Repair the vinyl snaps on the netting, as necessary.

Finding C-2 **Radar Reflector**

The plastic tubular radar reflector appeared to be UV-weathered.

Recommendation

Recommend inspecting further and 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.

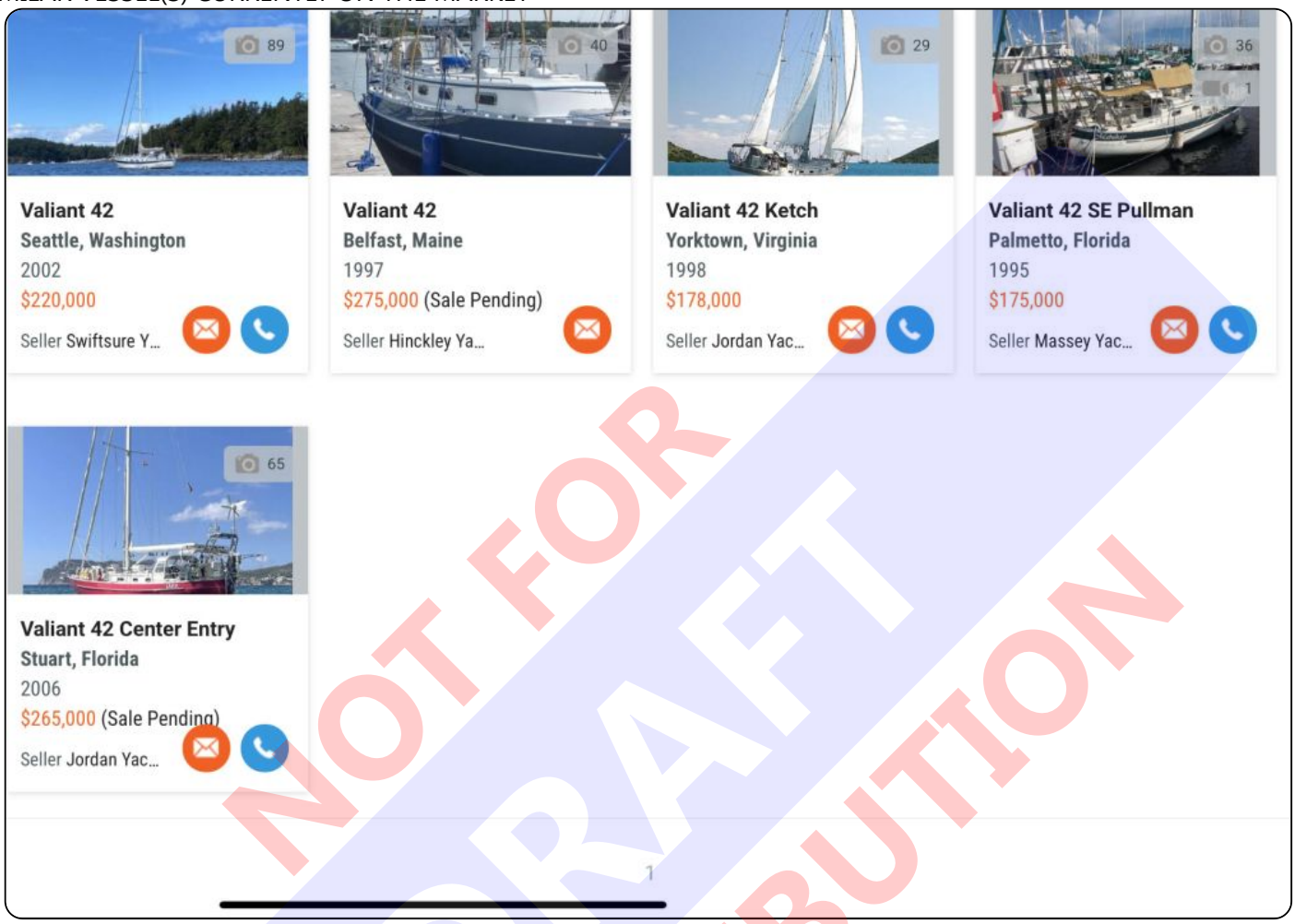
As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE 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 2022 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

$219,000

Listed Price:	$250,000	Boat Location:	Jamestown, RI
Year:	2005	Condition:	Used
Make:	Valiant	Active:	53 Days
Model:	42 CE Queen	Sold Date:	June 20, 2025
Length:	42 ft	Sale Type:	
Engine:	56 hp Yanmar 4JH57	Price Source:	Self-Reported
Name:	Valhalla		

$207,965

Listed Price:	$213,702	Boat Location:	Vancouver, BC, CAN
Year:	2000	Condition:	Used
Make:	Valiant	Active:	634 Days
Model:	42	Sold Date:	April 30, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	40 hp Westerbeke 44A	Price Source:	Self-Reported
Name:	SILVER GIRL		

$190,000

Listed Price:	$240,000	Boat Location:	Annapolis, MD
Year:	2001	Condition:	Used
Make:	Valiant	Active:	292 Days
Model:	42 CE	Sold Date:	April 6, 2025
Length:	42 ft	Sale Type:	
Engine:		Price Source:	Self-Reported
Name:	Moira		

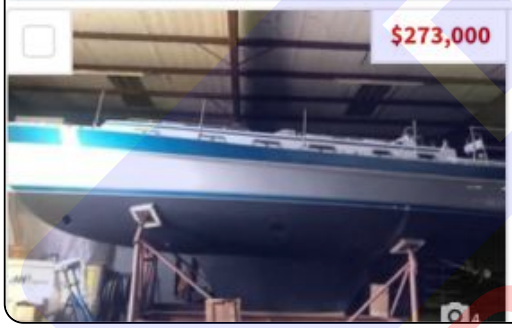
$250,000

Listed Price:	$288,000	Boat Location:	Sarasota, FL
Tax:	Paid	Condition:	Used
Paid In:	USA	Active:	275 Days
Year:	2005	Sold Date:	May 29, 2024
Make:	Valiant	Sale Type:	
Model:	42	Price Source:	Self-Reported
Length:	42 ft		
Engine:	55 hp Westerbeke		
Name:	Stampede		

Listed Price:	$235,000	Boat Location:	Oriental, NC, NC
Year:	2004	Condition:	Used
Make:	Valiant	Active:	27 Days
Model:	42 CE	Sold Date:	July 14, 2023
Length:	42 ft	Sale Type:	Retail
Engine:	Westerbeke (2,249 hrs)	Price Source:	Contracted
Name:	SUNDANCE		

Listed Price:	$229,000	Boat Location:	Jolly Harbour, ATG
Year:	2001	Condition:	Used
Make:	Valiant	Active:	209 Days
Model:	42 CE/SE	Sold Date:	January 3, 2023
Length:	42 ft	Sale Type:	Retail
Engine:	57 hp Yanmar 4JH57	Price Source:	Self-Reported
Name:			

Listed Price:	$249,900	Boat Location:	Watch Hill, RI
Year:	2002	Condition:	Used
Make:	Valiant	Active:	34 Days
Model:	42	Sold Date:	October 24, 2022
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Westerbeke	Price Source:	Self-Reported
Name:	WildHorse		



Listed Price:	$275,000	Boat Location:	Gordonville, TX
Year:	2002	Condition:	Used
Make:	Valiant	Active:	42 Days
Model:	42 CE	Sold Date:	October 14, 2022
Length:	42 ft	Sale Type:	Retail
Engine:	44 hp Westrerbeke 44A	Price Source:	Self-Reported
Name:	Enchant		

ADDITIONAL REFERENCES

BUC® Information You Can Trust® Since 1961 BUCValuPro™ THE PROFESSIONAL'S CHOICE

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

October 08, 2025

VALIANT YACHTS, GORDONVILLE, TX (MIC: VAL,UNF)

Model Year	2002	Hull Material	Fiberglass
Model	VALIANT 42	Hull Configuration	Keel
Length Overall	42'	Draft	6'
Length On Deck		Beam	12' 9"
Boat Type	Sail,Cruising-Aft Ckpt | Cutter Rig	Weight	24600 lbs.
Engine Type	Inboard Single 44D Westerbeke	Ballast	9500

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	$255,000-$280,000 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$300,000-$329,500
Unadjusted Replacement Value	$1,160,000

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.

The Valiants currently listed for sale were outside of the comparable format due to production years.
Soldboats.com (BoatWizard) listed eight (8) comparisons that were sold between 2022 - 2025.
The average sold price reported was $228,000.
The BUC Retail Value Range is $255,000-$280,000 (average of $267,500).

Valuation Summary:
The comparable value between BUCValuPro average Retail Range and actual sold boat average is $247,750.

The following statement was amended on October 14, 2025 for clarification purpose:

Therefore, after consideration of the reliability of the data, it is this surveyor's opinion that the ''MARKET VALUE'' of the subject vessel & equipment is: **$247,750 .**

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:

$247,750
Two Hundred Forty-Seven Thousand, Seven Hundred Fifty 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:

$1,160,000 per BUCValuPro™
One Million, One Hundred Sixty Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXXXX", 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 October 7, 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: October 9, 2025

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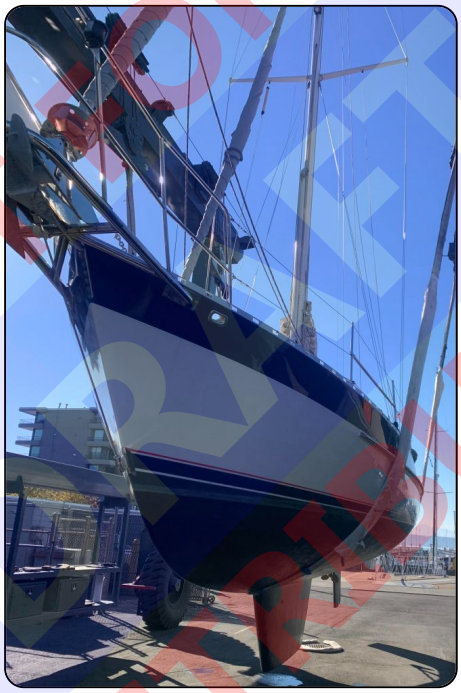
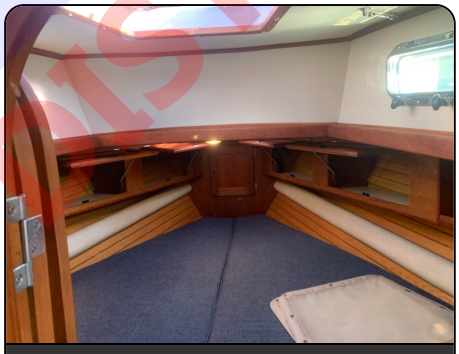
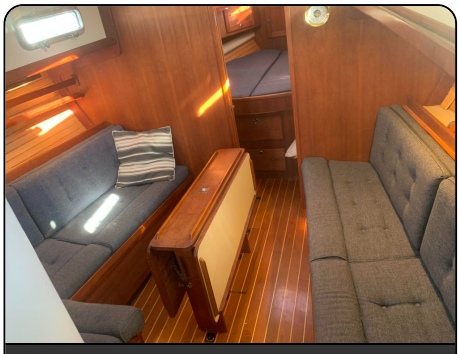




V-berth



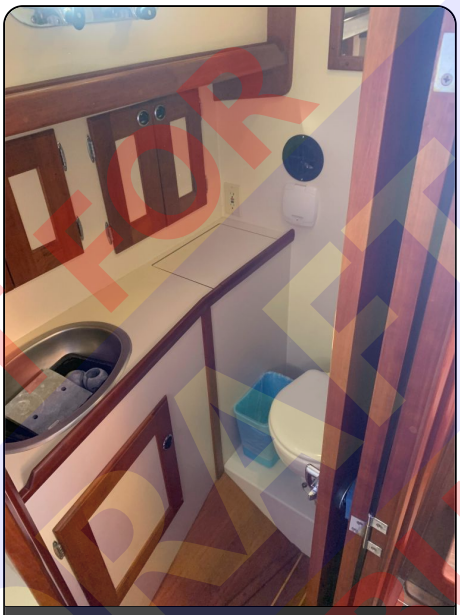
Main Salon from aft

Main Salon from forward

Navigation Station

Galley

Main Cabin from Compaionway



Head

Port aft cabin