VdV Marine Survey

2018 43' Catalina 425

"XXXXXX "

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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXX "

2018 43' Catalina 425

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXX

Date Of Survey: July 9, 2025
Report Submitted On: July 11, 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 2018 43' Catalina 425 "XXXXXX " on July 9, 2025 to conduct a Pre-Purchase marine survey.

Cloudy, 71 F, Wind 17 knots NNE. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number CTYJXXXXX718 was verified.

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. The sails and rigging were inspected from deck level only while under sail with no exceptions observed.

REPORTED VESSEL DISCLOSURE COMMENTS

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

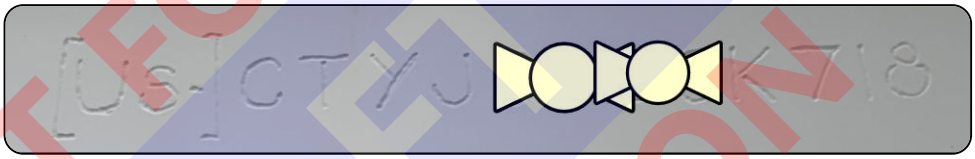
GENERAL INFORMATION

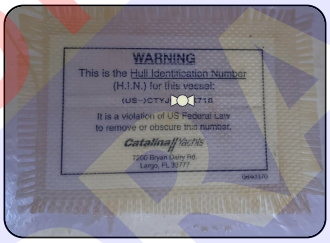
General Survey Information

FILE NUMBER	VdV-2056
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on July 9, 2025 from 9:30am - 6pm.
LOCATION OF SURVEY INSPECTION	Poulsbo Yacht Club, Poulsbo, 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 XXXXXXXXX, and the owner Ardy Magnuson.
VESSEL OWNER	Ardy Magnuson, Lisa Nankvil

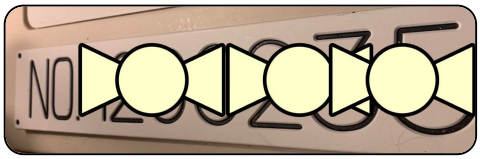
General Vessel Information

VESSEL BUILDER	Catalina Yachts/Morgan Division, Largo, FL.
HIN (HULL IDENTIFICATION NUMBER)	CTYJXXXXX718





MODEL YEAR	2018 (per Hull Identification Number)
YEAR BUILT	2017 (per Hull Identification Number)
HULL NUMBER	XX (per Hull Identification Number and builder's placard) No. XXXXXXX (per builder's placard)



DOCUMENTED HAILING PORT	Seattle WA
HAILING PORT DISPLAYED	Seattle
U.S.C.G. DOCUMENTATION NUMBER	129C235 (a current U.S.C.G document was onboard)
U.S.C.G. DOCUMENTED FOR	Recreation
STATE REGISTRATION NUMBER	XXXXXX (the affixed decal was expired)

STATE REGISTERED VESSEL OWNER	Ardy Magnuson Lisa Nankvil
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	43' 6" (per owner's manual)
REGISTERED LENGTH	41.7' (per U.S.C.G. Documentation)
LENGTH WATERLINE (LWL)	41' 8" (per owner's manual)
BEAM	13' 8" (per owner's manual)
REGISTERED BEAM	13.7' (per U.S.C.G. Documentation)
DRAFT	6' 8" (per owner's manual)
OVERHEAD CLEARANCE	62' 11" masthead to waterline (per owner's manual)
DEPTH	7.5' (per U.S.C.G. Documentation)
BALLAST	6,700 lbs. (per owner's manual).
GROSS TONNAGE	28 GRT (per U.S.C.G. Documentation)
NET TONNAGE	22 NRT (per U.S.C.G. Documentation)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

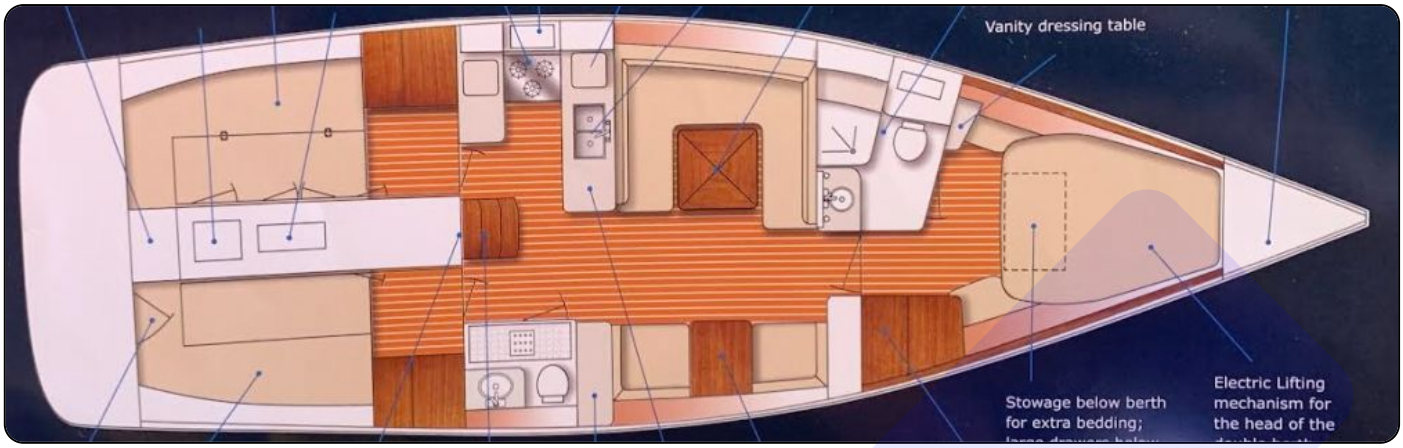
Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$374,750 per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$593,500 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

The privacy aft forward stateroom has an overhead escape hatch with privacy screen, three (3) opening portlights, fixed windows, storage below, forward electrohydraulic berth lift (demonstrated), privacy port head with stall shower and opening portlight, starboard hanging locker, port vanity seat and table, and opens aft to the main salon. The port salon has a U-shaped sofa settee with folding dinette followed aft by the U-shaped galley and aft privacy cabin. The aft cabin has a hanging locker and access panels to the engine and steering compartment. The starboard salon has forward convertible dinette dual facing sofa seating and navigation station followed by a starboard privacy cabin with hanging locker and access panels for the engine fuel filter, coolant reservoir, and emergency shut down switch. The centerline companionway/engine hatch leads up to the cockpit with seating all around, dual aft helm stations, transom gate to the swim platform and swim step, dinghy davits, and access to the cabin top and foredeck on either side.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Full ballast fin keel with spade rudder and forward collision bulkhead.

HULL MATERIAL

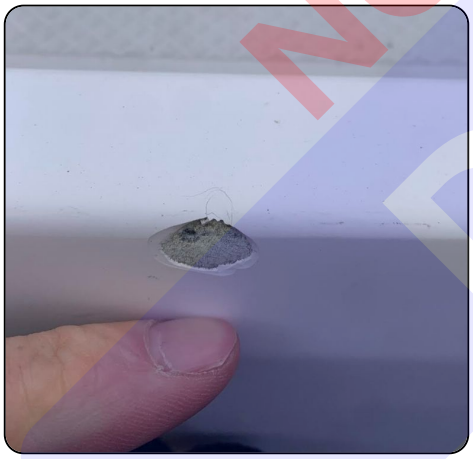
FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoat with grey boot stripe and blue and grey cove stripe.

GENERAL EXTERIOR CONDITION

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



Finding B-1

A 1/4" diameter gelcoat chip was sighted on the port side midships molded toe-rail.

Recommendation

Refinish the gelcoat, as necessary.

BULKHEADS

Athwartships reinforcement provided by bulkheads, bonded 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

Lead ballast keel bolted onto hull.

KEEL BOLTS

Stainless steel keel bolts. Inspected with no exceptions sighted.

BILGES

A coated surface was used in the bilges. No significant water was collected in the bilges during the survey.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

CHAIN LOCKER DRAINAGE

Overboard at the port & starboard lower bow.

BILGE LIMBER HOLES

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

BOARDING SWIM LADDER

A folding/telescoping stainless steel boarding ladder was installed at the swim platform. 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

Reportedly, sandwich cored FRP (fiber reinforced plastic) with white gelcoat and diamond textured nonskid.

PHENOLIC TESTING

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

TOE-RAILS

Molded fiberglass toe-rails were part of the deck's layup.

RUB-RAILS

Stainless steel compression striker rub-rails. Found secure.

HULL-TO-DECK JOINT TYPE

Internal flange type joint.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic).

Bridge Arrangement

BIMINI TOP

The bimini top aft of the hardtop was grey Sunbrella type fabric with stainless steel support piping. Found secure.

HARD-TOP

Fiberglass hardtop with stainless steel support piping and white Sunbrella type fabric trimmed window enclosures. Found secure.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

BBQ GRILL

Magam railing-mounted LPG cannister grill. Not demonstrated.

DECK RAILINGS

1" stainless steel tubular dual railings ran around the bow perimeter and the stern perimeter with integral 1/5" dual stainless steel cable lifelines and boarding gates either side and at the centerline transom.

HANDRAILS

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

CABIN VENTILATION

Provided by the foredeck hatch, trunk cabin hatches, the portlights and the main companionway hatch.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants (minor general weathering observed between the deck and molded FRP toe-rail).

Finding B-2

Minor general weathering observed on the sealant between the deck and molded FRP toe-rail.

Recommendation

No action recommended at this time but eventually will need to reef out and renew the caulking sealant, as necessary.

CLEATS

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

DECK HATCHES

Four (4) hatches, transom, foredeck and dual main salon hatches. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

EXTERIOR DECK ACCESS HATCHES

Sandwich cored fiberglass deck hatches. All deck access hatches were clear and operational at the time of survey.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR SHOWER

Hot/cold shower in the port aft cockpit. Demonstrated.

EXTERIOR SEATING

Vinyl cushioned molded cockpit bench seating all around with centerline folding table, starboard convertible bench/berth, and dual pushpit seats.

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.

FENDERS

Various fenders were observed onboard and at the mooring. Appeared fit for intended use. The fenders observed onboard and at the vessel's mooring will reportedly convey with the sale of the vessel.

GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were in excellent condition.

GENERAL HARDWARE CONDITION

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

MOORING LINES

Various dock/mooring lines were observed onboard and at the vessel's mooring. 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. The mooring lines observed onboard and at the vessel's mooring will reportedly convey with the sale of the vessel.

PORTHOLES/PORTLIGHTS

Six (6) opening stainless steel portlights and two (2) fixed windows with four (4) integrated portlights on the trunk cabin, six (6) fixed windows on the hull sides, and one (1) fixed window on the hardtop. The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

WINDOWS

Tinted and tempered fixed windows. The vessel's windows were well fit with no chips or cracks observed. See Note.

Weathered exterior stripping between trunk cabin port windows

Finding B-3

The weather stripping between the port side trunk cabin windows was weathered.

Recommendation

Replace the weather stripping, as necessary.

Ground Tackle

ANCHORS

Rocna 55lb. galvanized fixed shank scoop anchor with proper seizing wire on the anchor to swivel shackle and seizing wire on the swivel.

Spare galvanized danforth with swivel and chain, ready to deploy, sighted in anchor locker.

ANCHOR RODE TYPE

Approximately 200' galvanized 5/16" chain. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

Spare: approximately 50' galvanized chain and 150' braided nylon line.

ANCHOR WINDLASS

Quick Rider 1000 windlass with two (2) Quick Multipurpose Control Panels at bow and cockpit. Demonstrated.

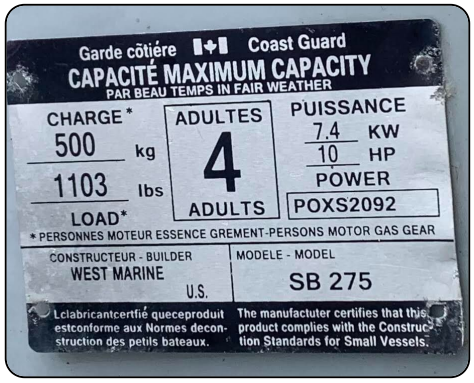
ANCHOR PLATFORM

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.

Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

West Marine SB 275 accordion floor.



MODEL YEAR

2017 (per Hull Identification Number).

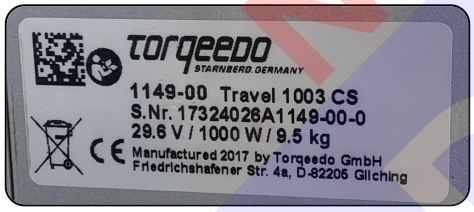
HIN (HULL IDENTIFICATION NUMBER)

SN CNWMPWG026D717

ENGINE MODEL

Torqeedo Travel 1003 CS. Not powered up.

ENGINE SERIAL NUMBER



UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Three bladed bronze Max propeller. The propeller blades were visually inspected with no exceptions.

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. 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 constructed of fiberglass composite.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The cutless bearing showed no signs of significant wear.

RUDDER MATERIAL

Fiberglass.

RUDDER MOUNTING

No excess rudder log bearing play when moved fore/aft by hand.

HULL SEA-STRAINERS

The hull bottom mounted sea-strainers were serviceable.

DRAINAGE THROUGH-HULLS

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

BELOW WATERLINE THROUGH-HULLS

Marelon plastic composite hull bottom through-hull fittings.

HULL TRANSDUCERS

The Airmar Intelligent TRI (model 20-435-01) hull bottom mounted transducer was inspected with no evidence of exterior damage or excessive corrosion and was well secured.

SACRIFICIAL ANODES

The underwater zinc anodes were newly installed.

ANTIFOULING PAINT

The antifouling bottom paint was newly applied and appeared serviceable.

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.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Yanmar 4JH57

MANUFACTURE DATE

2017 per data tag.

ENGINE HORSEPOWER

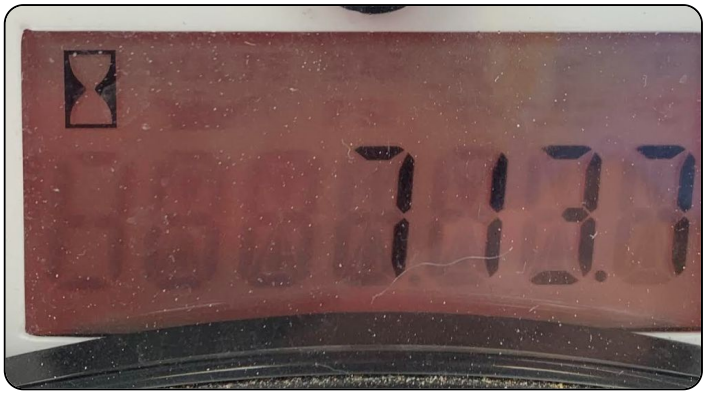
57 hp

NUMBER OF CYLINDERS

Four (4) in-line configuration.

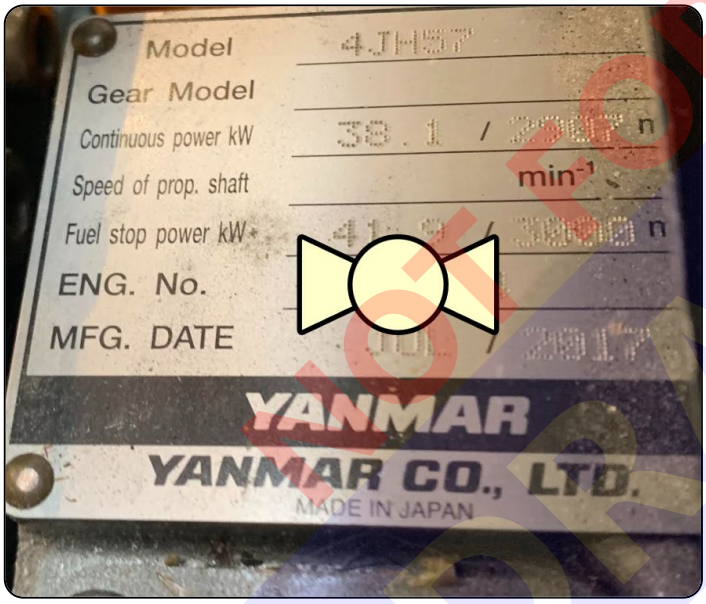
ENGINE HOURS

713 hours were observed on the tachometer's digital service hour meter.



ENGINE SERIAL NUMBERS

XXXXX



ENGINE LABELS & NOTICES

ENGINE DISPLAYS

Yanmar analog water temperature/oil psi/tachometer gauges. Powered up.

ENGINE ALARM SYSTEM

Test sounded/illuminated.

THROTTLE & SHIFT CONTROLS

Single-lever throttle/shift at starboard helm station. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust.

MAIN ENGINE COOLANT LEVEL

Normal level was observed in the coolant recovery expansion tank.

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.

ENGINE DRIVE BELTS

Belt and pulley condition was hindered by belt guards.

EMERGENCY ENGINE SHUTDOWN

Red engine emergency shutdown switch was located on the engine's control box (required test/prove) accessed from the starboard cabin panel.

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.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Direct drive.

TRANSMISSIONS/GEARS

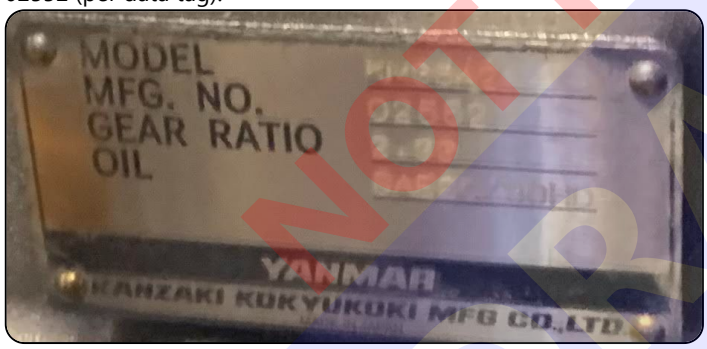
Kanzaki KM33A2 (per data tag).

GEAR RATIO

2.33 : 1 (per data tag).

GEAR SERIAL NUMBERS

02552 (per data tag).



HEAT EXCHANGERS

Raw water heat exchanger.

GEAR FLUID LEVEL

Normal level was observed on the transmission dipstick.

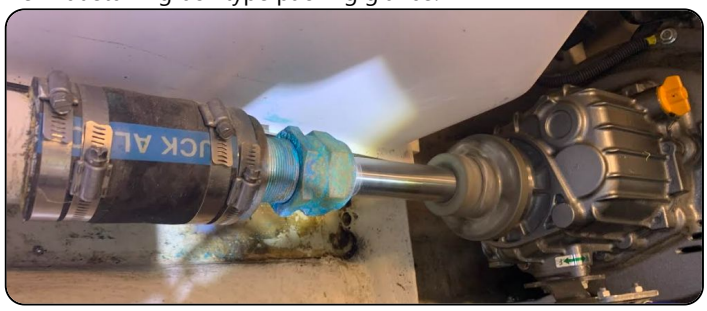
PROPELLER SHAFTS

1.25" stainless steel.

PROPELLER SHAFT COUPLERS

PROPELLER SHAFT PACKING GLANDS

Hex nut stuffing box type packing glands.



Machinery & Bilge Space Equipment

HOSES

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 Marelon plastic composite ball valve type. The valves moved freely when tested.

RAW WATER STRAINERS

Plastic with sight glass and underwater scoop strainer.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

5052-H32 aluminum. No fuel tank leakage was observed; however, the tank was not full at the time of inspection.

NUMBER OF FUEL TANKS

One (1)

FUEL TANKAGE CAPACITY

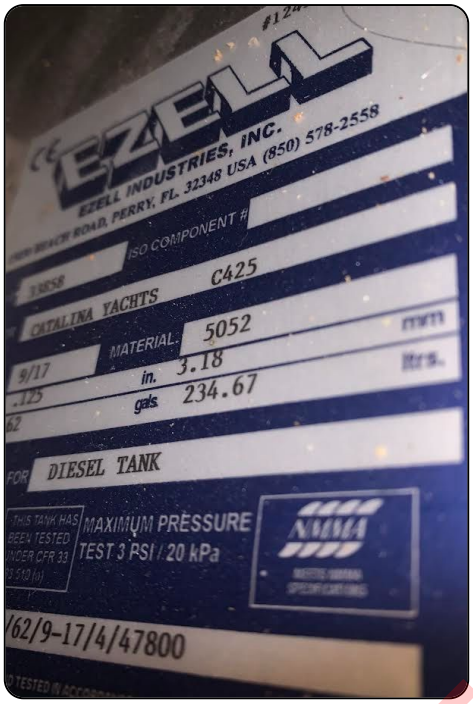
62 gallons (per data tags and owner's manual).

FUEL LEVEL MONITORING

The analog fuel gauge was located at the helm station. Powered up.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were sighted on the fuel tanks.



FUEL TANKAGE SECURING

The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION

Centerline bilge, forward of the engine room.

FUEL FILL LOCATION

Port amidships side deck.

FUEL FILL MARKING

The deck fuel fill fitting was clearly marked "Diesel."

FUEL TANK VENTILATION

Port hull side below the fuel fill.

FUEL TANKAGE & FUEL FILL GROUNDING

Appeared to be properly grounded where sighted (unconfirmed due to access). 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.

MAIN ENGINE PRIMARY FUEL FILTERS

Remote & engine mounted, spin-on canister type filter/water separators.

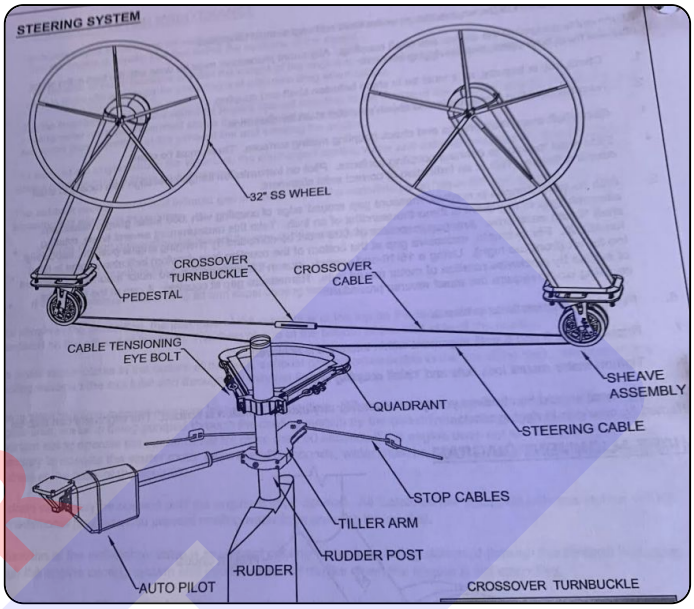
FUEL FILTER CONDITION

The main engine's primary fuel filter condition was unknown due to enclosed filter design.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Twin Pedestal, 32" stainless steel wheels, stainless steel cable and pulley type mechanical steering with aluminum quadrant.



STEERING SYSTEM MANUFACTURER

Edson International Mfg.

NUMBER OF STEERING STATIONS

Two (2)

STEERING SYSTEM PULLEYS/CABLES

The cable and pulley system was well secured where sighted and operational during the survey.

RUDDER STOCKS

Stainless steel rudder stock.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Marelon upper rudder bearing on cored fiberglass rudder tube. The upper rudder bearing was well secured where sighted.

RUDDER LOG PACKING GLANDS

Marelon stuffing box. No leaks were observed.

EMERGENCY STEERING SYSTEM

Rudder tiller connection access was under the aft cockpit deck plate.

RIGGING & SAILS

Standing Rigging

RIGGING TYPE

Sloop Rig.

MAST

Anodized aluminum mast by Selden.

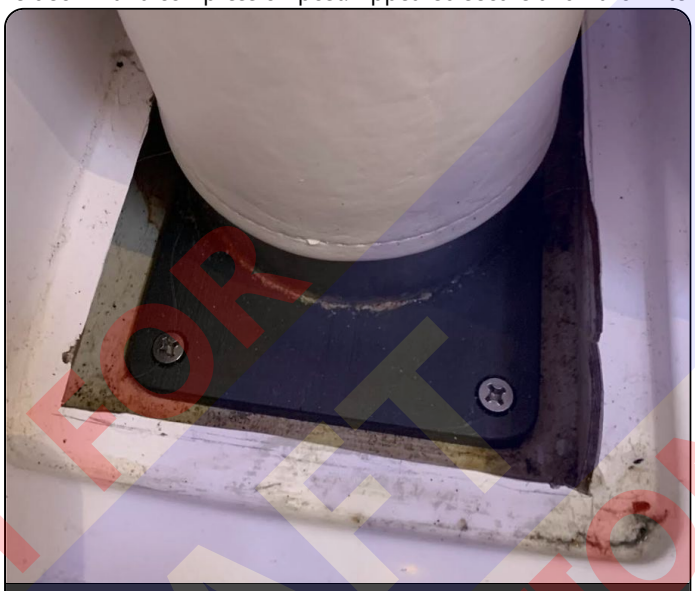
MAST SPREADERS

Anodized aluminum swept back type double spreader rig.

MAST STEP

T-Beam mast step. The mast was stepped to the deck with a compression post. Appeared secure and fit for intended use.

Deck step



Compression post

MAST SUPPORTERS

Aluminum mast partner and maststep. The mast partners were securely fit where sighted.

BOOM

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

GOOSENECK

The gooseneck was found secure.

Boom gooseneck

BOOM VANG

Selden Rodkicker anodized aluminum boom vang. The boom vang gooseneck was inspected and found secure. The boom vang was briefly demonstrated and found in working order.

Boom vang gooseneck

RIGGING CHAIN PLATES

Internal chain plates bolted to rods and knees (SecureSocket) or deck backing plates with double nuts where sighted. Jib stay chain plate and backing plate (chain locker) were inspected with no exceptions.

SHROUDS/STAYS/TERMINAL ENDS

10mm 1 X 19, 816 stainless steel cables. The condition of the shroud's and stay's and their terminal ends were visually inspected from deck level only, with no exceptions observed.

BACKSTAY

Twin backstays.

RIGGING TANG ENDS

The condition of the tang ends were visually inspected from deck level only, with no exceptions observed.

RIGGING TURNBUCKLES

Closed design stainless steel turnbuckles. No significant corrosion had developed on the open design turnbuckles.

RIGGING TOGGLES

Stainless steel toggles. The condition of the toggles were visually inspected from deck level only, with no exceptions observed.

RIGGING CLEVIS PINS & COTTER PINS

Found secure.

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

Garhauer mainsheet traveler. The mainsheet traveler and its attachment hardware were visually inspected 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).

ROLLER FURLING GEAR

Selden Mk II in-mast main and Furlex 304S headsail. Demonstrated.

WINCHES

One (1) Lewmar 45 Electric mainsail outhaul winch. Demonstrated.
One (1) Lewmar 45 and two (2) Lewmar 55 winches. Demonstrated.
one (1) mainsail-furling mast winch. Demonstrated.

HALYARDS

Halyards were braided and color coded lines. Demonstrated.
Halyards were observed from deck level only.

SHEETS

Sheets were braided and color coded. Demonstrated.

LINE CLUTCHES

The line stop clutches/jammers were operated during the trial run, no exceptions were observed.

BLOCKS & TURNING BLOCKS

Deck mounted Garhauer turning blocks directed the halyards/sheets/lines to the cockpit. The turning blocks were securely fit and the sheaves moved freely when tested.

SWIVEL BLOCKS

Garhauer swivel blocks. The swivel blocks were securely fastened where sighted and their roller sheaves moved freely when tested by hand and during the trial run.

TRACKS & CARS

Garhauer tracks and cars. The tracks were visually inspected and appeared to be securely fit while not under load. The cars slid freely and latched into place when demonstrated.

Sails

MAINSAIL

Mast furling Doyle mainsail. Demonstrated.

HEADSAIL

Roller furling, self-tacking Doyle headsail. Demonstrated.

SAIL SEAMS

No exceptions were observed, where sighted.

SAIL HEAD

No exceptions were observed, sighted from deck level only.

SAIL TACK

No exceptions were observed, where sighted.

SAIL CLEW

Rutgerson mainsail clew. No exceptions were observed, where sighted.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Approximately 50% fuel load, 50% water load, low/medium gear load and three 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

Recorded engine performance and average speed:

3 knots @ 700 RPM.

4 knots @ 1500 RPM.

5 knots @ 2000 RPM.

6 knots @ 2500 RPM.

The full main and jib were used at a close reach with 14-19 knot winds with no exceptions observed.

ENGINE SPACE COMBUSTION AIR VOLUME

The engine appeared to have adequate air flow and combustion during the trial run.

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

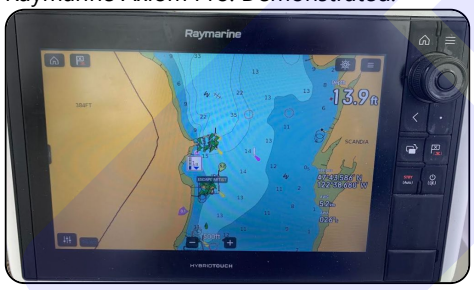
Raymarine p70s autopilot controller with Linear drive 12v ram and ACU-400 actuator control unit. The autopilot components and functions were demonstrated during the trial run.

COMPASSES

Ritchie 3" magnetic compass.

GPS CHARTPLOTTER

Raymarine Axiom Pro. Demonstrated.



AIS (AUTO IDENTIFICATION SYSTEM)

Raymarine AIS 350/650 series.

VHF RADIOS

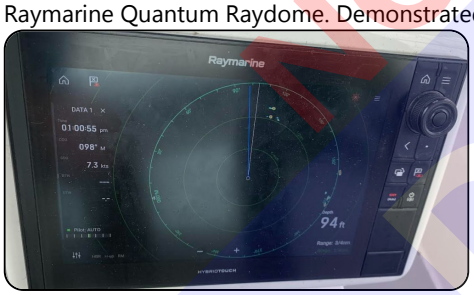
Raymarine VHF with helm remote. Transmitted/received radio check signals.

ANTENNAS

Antennas appeared to be well mounted where sighted (observed from deck level).

MARINE RADAR

Raymarine Quantum Raydome. Demonstrated.



WIND INSTRUMENT

Raymarine Wind Vane with Raymarine i70s instrument display. Demonstrated.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

One (1) 12V 8-D sealed lead acid windlass
One (1) 27-AGM start
Two (2) 12V 8-D sealed lead acid house
Batteries were properly secured and terminals were properly protected.

BATTERY SWITCHES

One (1) rotary ON/Off switch located at solar charge panel.

BATTERY PARALLEL SWITCHING

Two (2) rotary Main Battery Select/Engine DC Power switches at navigation station. Powered up.

MAIN DC BREAKERS

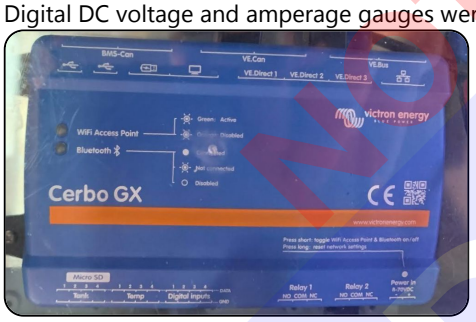
Distribution Panel DC breaker was located at navigation station.

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located in the salon electrical panel.

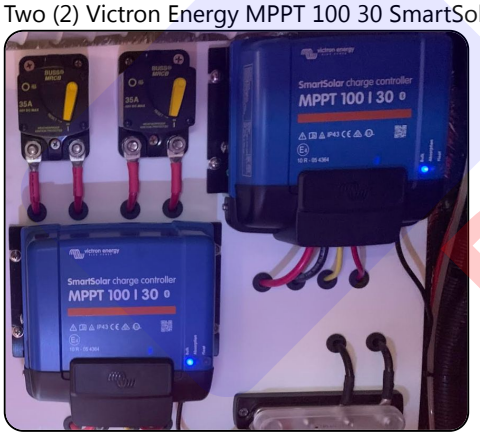
DC ELECTRICAL SYSTEM MONITORS

Victron Energy Cerbo GX systems monitor.
Digital DC voltage and amperage gauges were located in the main DC electrical panel.



BATTERY CHARGERS

Two (2) Victron Energy MPPT 100 30 SmartSolar charge controllers with two (2) 35A breakers. Powered up.



DC POWER OUTLETS

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

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured where sighted.

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

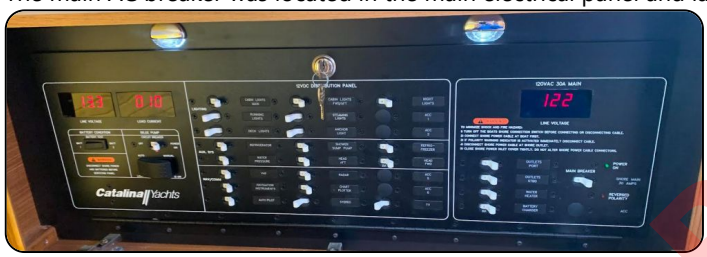
120 volts AC.

AC SHORE POWER INLETS

SmartPlug 30 amp./125 volt shore power inlet. Demonstrated.

MAIN AC SHORE POWER BREAKERS

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



AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS

A digital AC voltage meter was located in the main AC electrical panel. Powered up.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

ProMariner ProSafe FS30 Fail-Safe 30 amp. galvanic isolator.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located. 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.

CONDUCTORS

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

CONDITION

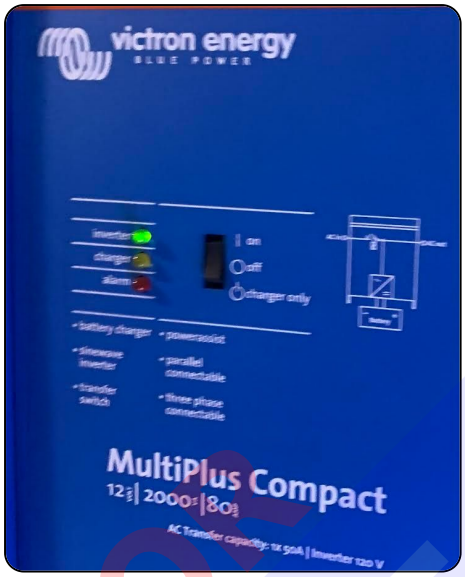
Thru hull fittings and metals terminated. Appeared adequate.

GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

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

Victron Energy MultiPlus 12/2000/80 50A 120V inverter/charger with digital multi control panel. Powered up.



INVERTER SYSTEM LOCATION & VENTILATION

The inverter system was well secured and its ventilation appeared adequate (ABYC A-31.6.2.1).

SOLAR POWER SYSTEM

Six (6) SunPower panels.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

Polyethylene.

NUMBER OF FRESHWATER TANKS

Two (2)

WATER TANKAGE CAPACITY

117 gallons total (per owner's manual).

WATER TANKAGE SECURING

The water tanks appeared to be framed in where sighted. The water tanks appeared to be well secured where sighted.

WATER TANKAGE LOCATION

Under forward stateroom berth and starboard midship bilge.

WATER FILL LOCATION

Starboard forward side deck.

WATER FILL MARKING

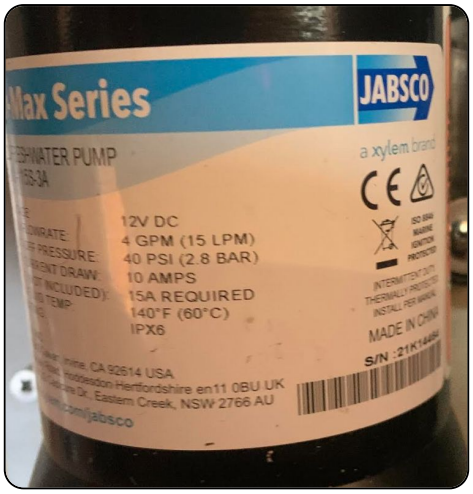
Both deck fittings were properly marked for water.

FRESHWATER TANKAGE VENTILATION

Starboard hull side below the water fill pipe.

FRESHWATER PUMPS

Jabsco 12VDC Automatic water system pump.
Series 42755



FRESHWATER FILTRATION

The filtered freshwater at the galley sink spigot's water quality was tested at 91 ppm total dissolved solids.

Finding C-1

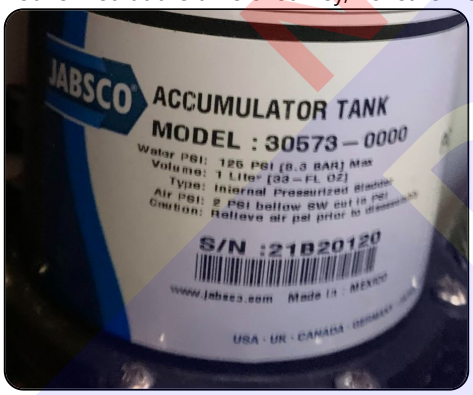
The water quality at the galley sink filtered spigot was observed to be 91 parts per million (ppm)of total dissolved solids (TDS).

Recommendation

The World Health Organization limit potable water limit is 300 ppm of TDS. Recommend replacing filter, as necessary.

FRESHWATER ACCUMULATOR TANK

Jabsco Model 30573-0000. No leaks were observed at the 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

Red and blue plastic PEX type (cross-linked polyethylene) tubing with water manifold systems. No leaks were observed at the freshwater system's hose/pipe connections.

Hot Water System

WATER HEATER

Sigmar Marine boiler compact water heater. Demonstrated.

WATER HEATER TYPE

Marine grade 110 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.

Blackwater System

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)
Type III MSD waste system (utilizes holding tanks that prevent the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE
54 gallons (31g forward, 23g aft) (per owner's manual).

BLACKWATER TANKAGE SECURING
Securing straps. The blackwater tankage appeared to be well secured where sighted.

BLACKWATER TANKAGE VENTILATION
The blackwater tanks vent fittings were plumbed overboard at the hull sides.

BLACKWATER SYSTEM DISCHARGE
Y-valves with port forward and starboard mid deck pump-out fittings.

Greywater System

GREYWATER DISCHARGE SYSTEM
Rule 500, 12 volt greywater sump pump with automatic discharge.

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

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT
Forward stateroom berth with privacy ensuite head, convertible salon settee, two (2) port/starboard cabins, one (1) convertible cockpit bench berth.

HEAD ARRANGEMENT
Two (2) Jabsco 12 volt heads. Demonstrated.

SHOWER ARRANGEMENT
One (1) integral shower in the starboard aft head and one (1) stall shower in the forward stateroom 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
Teak & holly cabin sole.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained. No significant wear & tear was observed on the interior surfaces and softgoods.

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.

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested.

CABIN HEATING SYSTEM

Wallas Spartan diesel heater. Demonstrated.

Galley Equipment

MICROWAVE OVEN

Mauve' microwave oven. Powered up.

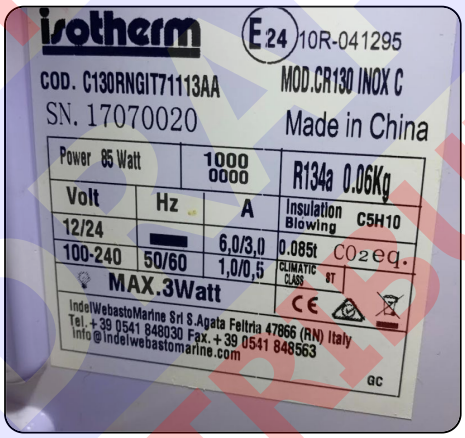
STOVE

Force 10 LPG triple burner stove/oven. Demonstrated.

REFRIGERATION

Frigoboat Frigomatic Capri 50 F. Powered up.

12/24V Isotherm refrigerator. Powered up/produced ice.



SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type V/III inflatable U.S.C.G. approved PFDs.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device (cushion) was located in port cabin, accessed from the cockpit port bench seat.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. dry chemical hand-held fire extinguishers were located in the forward stateroom, galley, engine hatch, port and starboard cabins.

Engine compartment Fire Port was inspected with no exceptions sighted.

Finding B-4

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 and handheld flares (expired).

Finding B-5

The vessel's visual distress signals were found to be expired.

Recommendation

Replace the expired visual distress signals. As per 33 CFR § 175.125: Serviceability. "No person may use a boat unless each signal required by § 175.110 is in serviceable condition and the service life of the signal, if indicated by a date marked on the signal, has not expired."

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 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.

GASOLINE ENGINE SPACE VENTILATION (33 CFR 175/183, 46 CFR 25)

The engine/machinery space appeared to have adequate ventilation as built.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

Rule 3" 12v in-line blower in lazarette. Demonstrated.

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

One (1) bilge high water alarm with alarm speaker at the helm and navigation station. Test sounded from its floatswitch.

E.P.I.R.B.

None sighted. Highly recommended if cruising offshore.

MAN OVERBOARD SYSTEM (MOB)

Lifesling M.O.B. Rescue Sling.

FIRST AID SUPPLIES

None sighted. Highly recommended.

CARBON MONOXIDE DETECTORS (ABYC A-24)

Four (4) Xintex carbon monoxide detectors in accommodation spaces. Test sounded.

SMOKE DETECTORS (NFPA 302)

Two (2) portable smoke detectors were located in the forward stateroom and starboard cabin, and one (1) empty smoke detector mounting unit was in the port cabin. Neither smoke detector test sounded.

Finding B-6

The smoke detectors did not power up/test sound, and the port cabin detector was missing.

Recommendation

A smoke detector can be very important safety equipment. Install a smoke detector in the accommodation space 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.

SEARCHLIGHT

None sighted. Highly recommended.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

One (1) 12V Rule 3700 with Rule 20a 12-24-32 VDC automatic float switch. Powered up at the floatswitch.

MANUAL BILGE PUMPING SYSTEMS

A manually operated hand bilge pump was located in the port cockpit. Demonstrated (dry).

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

Two (2) tanks in the port lazarette LPG locker.

GAS TANKAGE SPACE VENTILATION

Drained overboard at transom. Appeared adequate.

GAS SHUT-OFFS

Shut-off valves were located at the gas tanks and an electric gas shut-off solenoid was located in the galley. Demonstrated.

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines.

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.

The Findings & Recommendations section is only one section of the "XXXXXX " 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 **General Exterior Condition**

A 1/4" diameter gelcoat chip was sighted on the port side midships molded toe-rail.

Recommendation

Refinish the gelcoat, as necessary.

Finding B-2 **General Caulking/Sealant Condition**

Minor general weathering observed on the sealant between the deck and molded FRP toe-rail.

Recommendation

No action recommended at this time but eventually will need to reef out and renew the caulking sealant, as necessary.

Finding B-3 **Windows**

The weather stripping between the port side trunk cabin windows was weathered.

Recommendation

Replace the weather stripping, as necessary.

Finding B-4 **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-5 **Visual Distress Signals (33 CFR 175.110)**

The vessel's visual distress signals were found to be expired.

Recommendation

Replace the expired visual distress signals. As per 33 CFR § 175.125: Serviceability. "No person may use a boat unless each signal required by § 175.110 is in serviceable condition and the service life of the signal, if indicated by a date marked on the signal, has not expired."

Finding B-6 **Smoke Detectors (NFPA 302)**

The smoke detectors did not power up/test sound, and the port cabin detector was missing.

Recommendation

A smoke detector can be very important safety equipment. Install a smoke detector in the accommodation space 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 **Freshwater Filtration**

The water quality at the galley sink filtered spigot was observed to be 91 parts per million (ppm)of total dissolved solids (TDS).

Recommendation

The World Health Organization limit potable water limit is 300 ppm of TDS. Recommend replacing filter, 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.

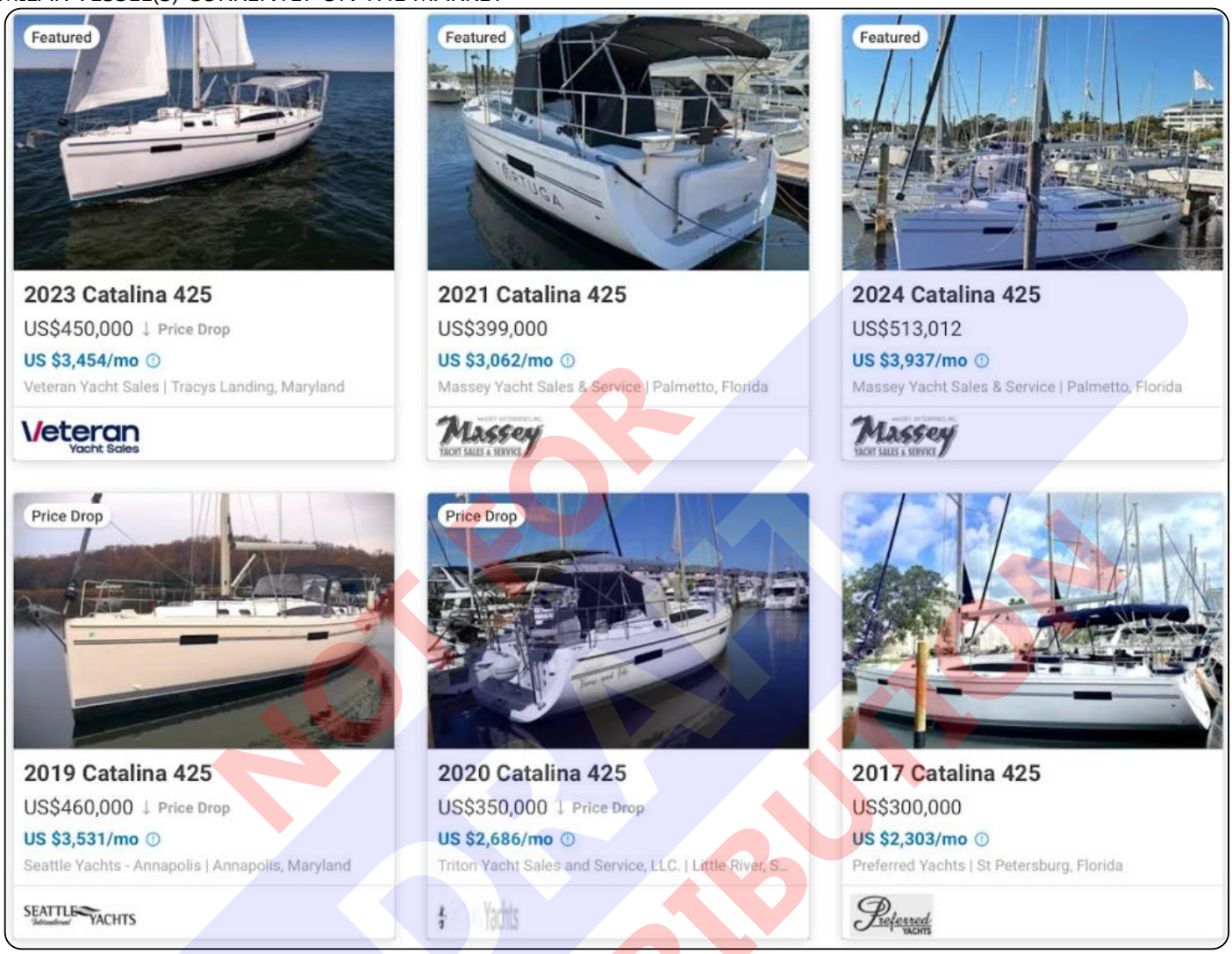
''POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

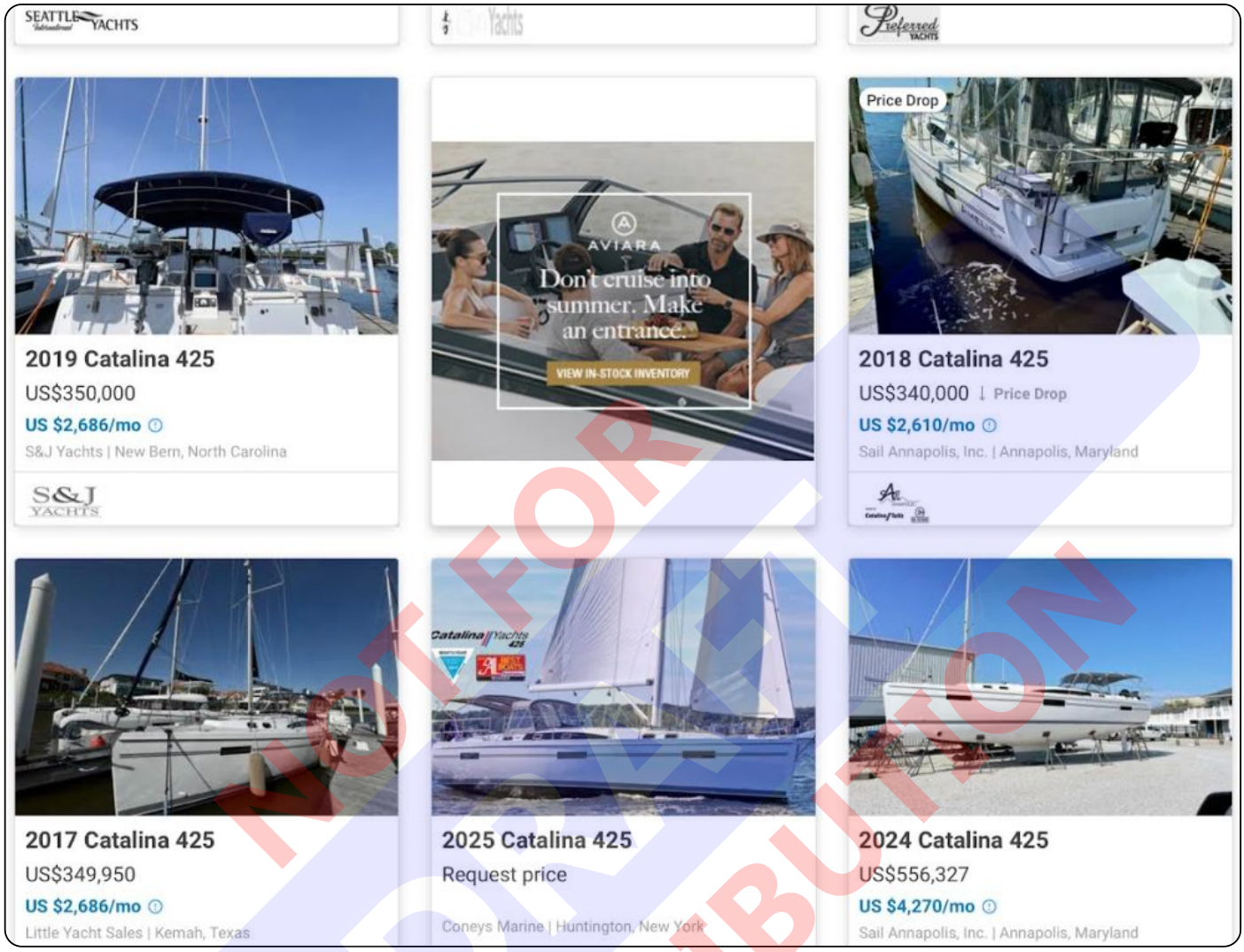
"RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

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

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET





SIMILAR VESSEL(S) RECENTLY SOLD

$289,000	Listed Price:	$299,000	Boat Location: Cape Charles, VA
	Year:	2017	Condition: Used
	Make:	Catalina	Active: 368 Days
	Model:	425	Sold Date: March 17, 2025
	Length:	42 ft	Sale Type: Retail
	Engine:	57 hp Yanmar	Price Source: Self-Reported
	Name:	V 7586 SS	

$190,000	Listed Price:	$399,000	Boat Location: Hampton, VA
	Year:	2017	Condition: Used
	Make:	Catalina	Active:
	Model:	425	Sold Date: March 15, 2025
	Length:	42 ft	Sale Type:
	Engine:	Yanmar	Price Source: Self-Reported
	Name:	Simply Fantastico	

$370,000	Listed Price:	$409,000	Boat Location: Rock Hall, MD
	Year:	2019	Condition: Used
	Make:	Catalina	Active: 419 Days
	Model:	425	Sold Date: October 17, 2024
	Length:	44 ft	Sale Type: Retail
	Engine:	57 hp Yanmar 4JH57CR	Price Source: Self-Reported
	Name:	Seas the Day	

$315,000	Listed Price:	$335,000	Boat Location: San Pedro, CA
	Year:	2017	Condition: Used
	Make:	Catalina	Active: 305 Days
	Model:	425	Sold Date: April 11, 2024
	Length:	43 ft	Sale Type:
	Engine:	57 hp Yanmar 4JH57CR	Price Source: Self-Reported
	Name:	Water Music	

Listed Price:	$200,000	Boat Location:	Placida, FL
Year:	2018	Condition:	Used
Make:	Catalina	Active:	40 Days
Model:	355	Sold Date:	February 23, 2024
Length:	35 ft	Sale Type:	
Engine:	29 hp Yanmar 3YM30	Price Source:	Self-Reported
Name:	Salty		

Listed Price:	$429,900	Boat Location:	Kenosha, WI
Year:	2017	Condition:	Used
Make:	Catalina	Active:	101 Days
Model:	425	Sold Date:	November 3, 2023
Length:	42 ft	Sale Type:	Retail
Engine:	57 hp Yanmar 4J4	Price Source:	Contracted
Name:	Inheritance		

Listed Price:	$375,000	Boat Location:	Charleston, SC
Year:	2017	Condition:	Used
Make:	Catalina	Active:	134 Days
Model:	425	Sold Date:	September 28, 2023
Length:	42 ft	Sale Type:	Retail
Engine:	57 hp Yanmar 4JH57	Price Source:	Self-Reported
Name:			

Listed Price:	$449,900	Boat Location:	Jamestown, RI
Year:	2020	Condition:	Used
Make:	Catalina	Active:	37 Days
Model:	425	Sold Date:	July 10, 2023
Length:	43 ft	Sale Type:	
Engine:	57 hp Yanmar 4JH57	Price Source:	Self-Reported
Name:	Portico²		

Listed Price:	$499,500	Boat Location:	Brunswick, GA
Year:	2018	Condition:	Used
Make:	Catalina	Active:	34 Days
Model:	425	Sold Date:	February 15, 2023
Length:	42 ft	Sale Type:	
Engine:	57 hp Yanmar 4JH57CR	Price Source:	Self-Reported
Name:	Dire Wolf		

Listed Price:	$420,000	Boat Location:	Holland, MI
Year:	2018	Condition:	Used
Make:	Catalina	Active:	100 Days
Model:	425	Sold Date:	December 9, 2022
Length:	42 ft	Sale Type:	Retail
Engine:	57 hp Yanmar 4JH57CR	Price Source:	Contracted
Name:	Golfers' Retreat		

Listed Price:	$399,000	Boat Location:	Alameda, CA
Year:	2018	Condition:	Used
Make:	Catalina	Active:	263 Days
Model:	425	Sold Date:	August 13, 2022
Length:	43 ft	Sale Type:	Retail
Engine:	57 hp Yanmar 57hp	Price Source:	Self-Reported
Name:	JEMONJA		

Listed Price:	$419,900	Boat Location:	Kemah, TX
Year:	2018	Condition:	Used
Make:	Catalina	Active:	112 Days
Model:	425	Sold Date:	June 15, 2022
Length:	42 ft	Sale Type:	Retail
Engine:	57 hp Yanmar	Price Source:	Self-Reported
Name:	Wendy Days		

ADDITIONAL REFERENCES

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

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

July 12, 2025

CATALINA YACHTS INC, LARGO, FL (MIC: CTY,CPS)

Model Year	2018	Hull Material	Fiberglass
Model	CATALINA 425 FIN	Hull Configuration	Keel
Length Overall	43' 6"	Draft	6' 8"
Length On Deck	41' 8"	Beam	13' 8"
Boat Type	Sail,Cruising-Aft Ckpt | Sloop Rig	Weight	17500 lbs.
Engine Type	Inboard Single 54D Yanmar	Ballast	7000

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	$303,500-$333,500 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$357,000-$392,500
Replacement Value	$593,500

All prices in US Dollars.

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:

$374,750 per BUCValuPro™

Three Hundred Seventy-Four 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:

$593,500 per BUCValuPro™

Five Hundred Ninety-Three Thousand, Five Hundred US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXX ", 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 July 9, 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: July 11, 2025

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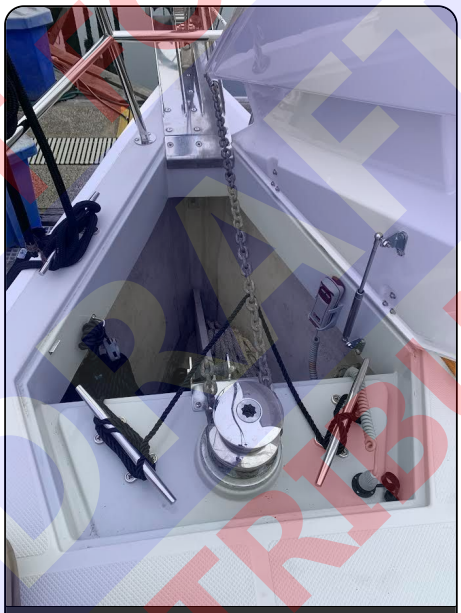
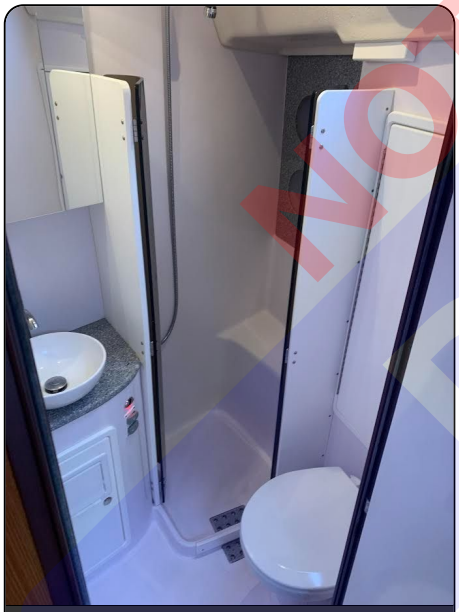


Chain locker

Cockpit starboard convertible bench seat

Forward stateroom



Stateroom head/shower

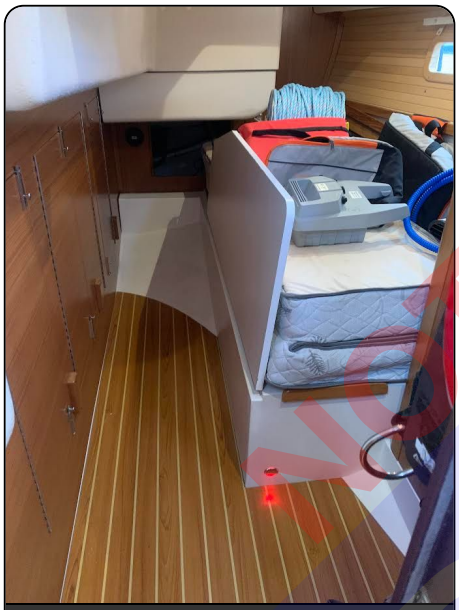
Main salon looking forward from companionway

Main salon convertible sofa settee

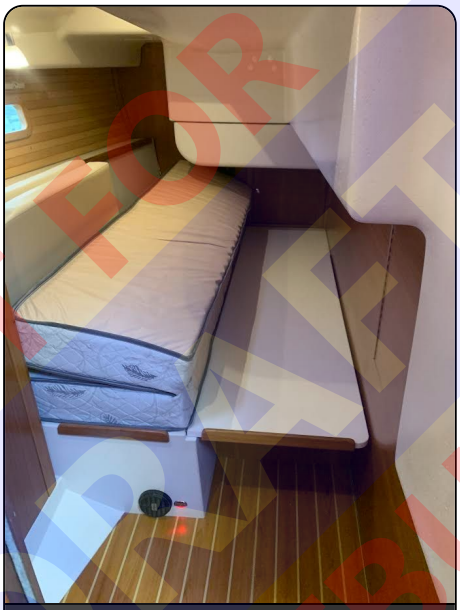
Main salon starboard convertible dinette

Navigation station

Galley



Port aft cabin



Starboard aft cabin

Aft starboard head