VdV Marine Survey

2006 42' Beneteau Oceanis 423 2C

"XXXXXXXXXXXXX"

Van der Vliet Marine, LLC
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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXXXXXX"

2006 42' Beneteau Oceanis 423 2C

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXX

Date Of Survey: September 8, 2025
Report Submitted On: September 10, 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 2006 42' Beneteau Oceanis 423 2C "XXXXXXXXXXX" on September 8, 2025 to conduct a Pre-Purchase marine survey.

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

The Hull Identification Number BEYNXXXXH506 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.

REPORTED VESSEL DISCLOSURE COMMENTS

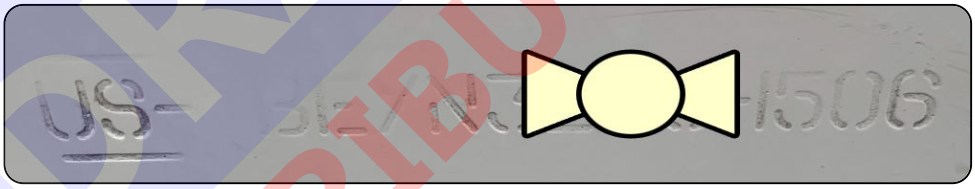
The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-2083
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on September 8, 2025 from 9:30am - 3pm.
LOCATION OF SURVEY INSPECTION	Swiftsure Marina, Lake Union, Seattle, WA.
LOCATION OF BOTTOM INSPECTION	CSR, Seattle, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXX, and the sales broker XXXXX from XXXXX Yachts.
VESSEL OWNER	XXXXXXXXXXX

General Vessel Information

VESSEL BUILDER	Beneteau U.S.A., Inc.
DESIGNER	Jean Marie Finot
VESSEL CLASS	
HIN (HULL IDENTIFICATION NUMBER)	BEYNXXXXH506
	
MODEL YEAR	2006 (per Hull Identification Number)
YEAR BUILT	2005 (per Hull Identification Number) and (per U.S.C.G. Documentation)
DOCUMENTED HAILING PORT	Gig Harbor, WA
HAILING PORT DISPLAYED	Gig Harbor, WA
OFFICIAL NUMBER	XXXXX (affixed to hull)
	
U.S.C.G. DOCUMENTATION NUMBER	XXXX (a current U.S.C.G document was onboard)
U.S.C.G. DOCUMENTED FOR	Recreation
STATE REGISTRATION NUMBER	XXXXXXXXX (the affixed decal was current)

STATE REGISTERED VESSEL OWNER	Higgins, David Higgins, Barbara
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	43.14' (per owner's manual)
REGISTERED LENGTH	43.2' (per U.S.C.G. Documentation)
LENGTH WATERLINE (LWL)	38.55' (per owner's manual)
BEAM	12.93' (per owner's manual)
REGISTERED BEAM	12.9' (per U.S.C.G. Documentation)
DRAFT	5.58' (per owner's manual)
OVERHEAD CLEARANCE	54.36' (per owner's manual)
DISPLACEMENT	19,500 lbs. (per sailboatdata.com)
DEPTH	8.7' (per U.S.C.G. Documentation)
BALLAST	5,863 lbs. (per sailboatdata.com)
GROSS TONNAGE	24 GRT (per U.S.C.G. Documentation)
NET TONNAGE	21 NRT (per U.S.C.G. Documentation)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

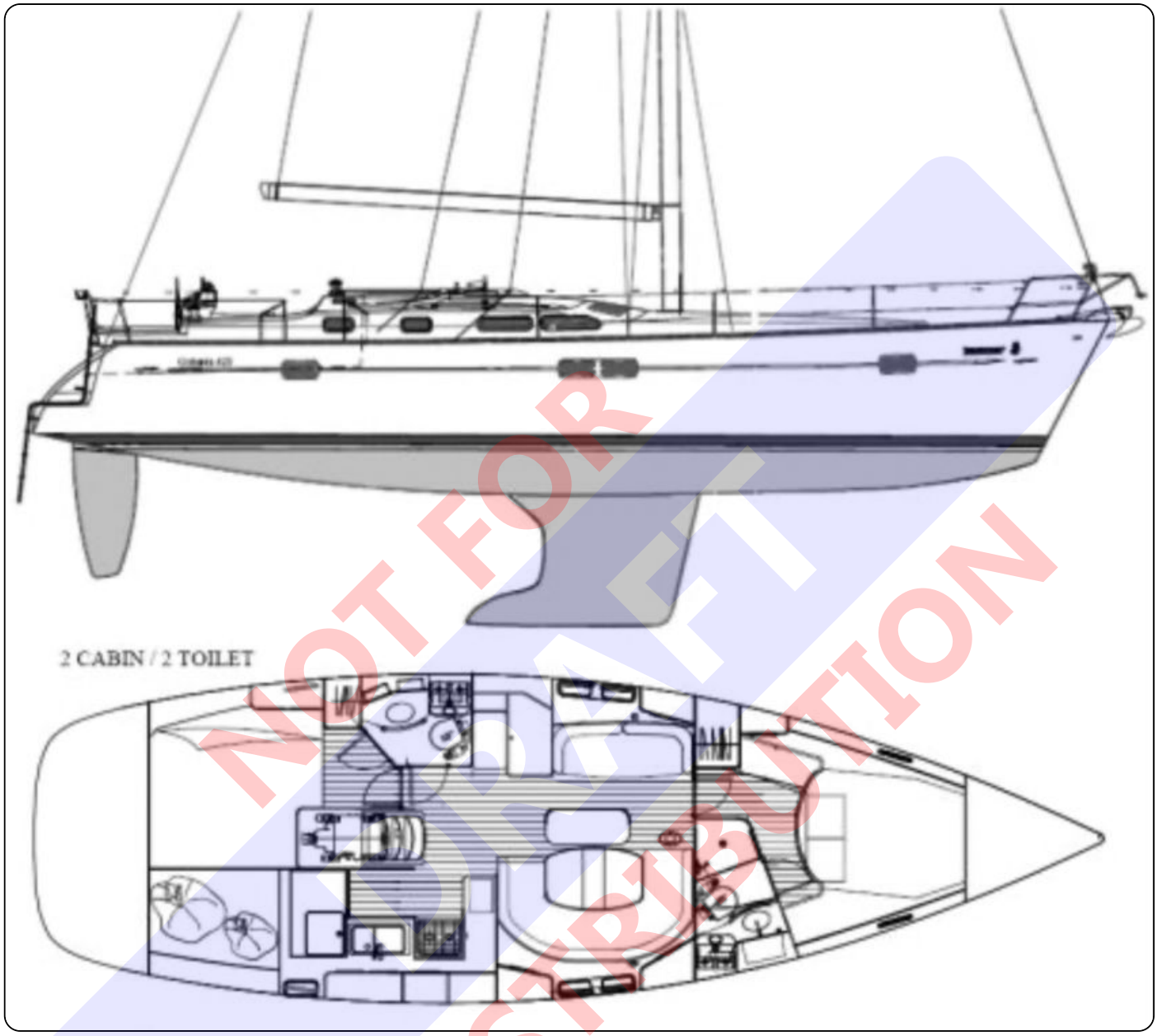
Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$152,000 per surveyor's assessment**
ESTIMATED REPLACEMENT COST	**$456,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

The privacy V-berth has a raised island berth in forepeak with dressing settee, hanging locker, and privacy ensuite head. The starboard side main salon has a forward U-shaped settee with dinette and centerline bench seat followed by the U-shaped galley. To port is a forward straight settee followed by the navigation station, privacy head, and aft stateroom with hanging locker and storage all around. The centerline teak companionway leads up and aft to the cockpit, with centerline helm pedestal, seating all around, and folding helm seat access to the swim step on the sugar scoop. Foredeck access and boarding gates either side of the cockpit coaming.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Full displacement hull with fin keel and spade rudder.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoated hull with green 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.
Minor surface blemish/repair sighted at the starboard quarter between the HIN and teak toe-rail.

TRANSOM

Reverse transom sugar scoop type with molded-in swim platform. The hinged folding helm seat provided the transom exit gate and was demonstrated.

BULKHEADS

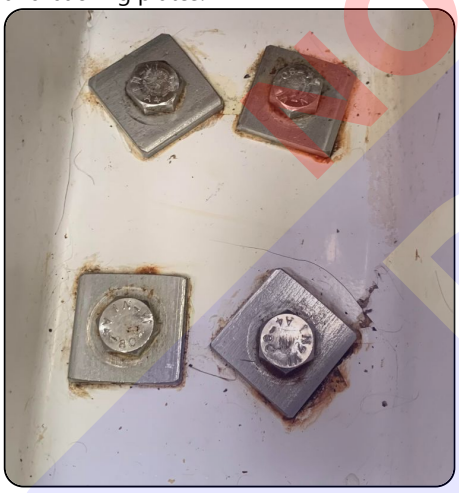
Athwartships reinforcement provided by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic). A complete inspection was not possible due to limited access.

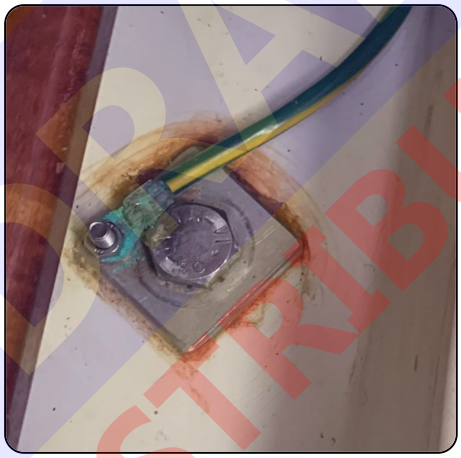
STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by sandwich cored fiberglass longitudinal stringers and athwartships transversals, creating a grid structure around the keel. 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.





BILGES

A coated surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

SEA VALVES

Marelon raw water intake valves for engine and stern tube lubrication, bronze sea valves for all other intake and discharge fittings. The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional.
See Note.

Dissimilar bronze alloys at head thru-hull fittings/valves

Finding B-1

The intake/discharge valves appeared to be different specific bronze alloys than the thru-hull fittings (see photo).
It is possible that the head ball valves are Euro-style, and do not meet ABYC H-27 recommendations. The inside thread of the ball valves may be tapered NPT onto straight thru-hull threads (ABYC H-27.6.2). Furthermore, if the ball valves are Euro-style, they conform to the EU's Recreational Craft Directive per ISO 9093-1, which only requires a five-year lifespan and therefore the components may be brass that is subject to dezincification.

Recommendation

Place emergency bungs near all ball valves, ensure nothing is stowed near the valves, and at next haul-out, replace all dissimilar alloy ball valves and ensure sea-cocks are flanged bronze (or Marelon). Inspect thru-hull fitting threads and replace, if necessary.

CHAIN LOCKER DRAINAGE

Overboard at the port & starboard lower bow. Found adequate.

BILGE LIMBER HOLES

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

BOARDING SWIM LADDER

A folding stainless steel boarding ladder with teak steps on the ladder rungs was installed on the starboard transom sugar scoop. The boarding swim ladder was inspected and found to function as intended.

Finding B-2

While the vessel was equipped with a boarding ladder, this ladder could not be deployed by a person in the water as required by ABYC H-41.10.1 (means of unassisted reboarding shall be provided on all boats. The reboarding means shall be accessible to, and deployable by, the person in the water.)

Recommendation

Recommend installing a line that can be reached by a person in the water that releases the ladder lashing.

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

FRP (fiber-reinforced plastic) with white gelcoat and diamond textured nonskid.

TOE-RAILS

Unvarnished teak toe-rails. The toe-rails were found secure with no cracks, lifting, or separation sighted.

HULL-TO-DECK JOINT TYPE

Reportedly, an overlapping 'shoe box' 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

BOATHOOK

Aluminum telescoping boathook observed onboard. Appeared serviceable.

BBQ GRILL

Magma railing-mounted LPG cannister grill. Not demonstrated.

BIMINI

Grey sunbrella-type fabric bimini with stainless steel tubular supports and curtain sliders. Found secure.

BOARDING GATE(S)

Two (2) boarding gates either side with stainless steel triangulated stanchions. Found secure and operational.

BOW RAILING

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

DECK RAILINGS

1" tapered stainless steel side deck stanchions with vinyl-sheathed dual cable lifelines ran around either side of the vessel, with cable boarding gates on either side. The railing stanchion mounts were found to be secure when moved by hand.

STERN RAILING

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

HANDRAILS

Stainless steel handrails were fitted at the cabin top and at convenient locations of the vessel. All were found to be secure.

CABIN VENTILATION

Provided by the foredeck hatches, the opening portlights, the dorade vents, and the companionway hatch.

CABIN ENTRANCE

Sliding plexi-glass companionway hatch with storm-boards (stowed below) and dual opening gates with latch. Found secure.

GENERAL CAULKING/SEALANT CONDITION

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

CLEATS

Aluminum horn type, small stainless steel horn type at midship, and galvanized horn type in anchor chain locker. The cleats were found to be secure.

DECK HATCHES

Five (5) foredeck hatches and two (2) hatches under dodger at forward cockpit. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

Finding C-1

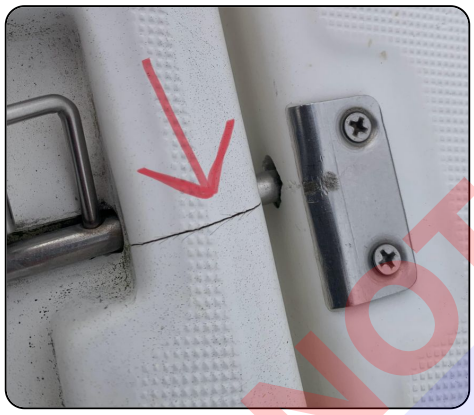
Minor crazing was observed on the centerline forward escape hatch.

Recommendation

No action is recommended at time of survey. Monitor frequently and replace glass if necessary.

EXTERIOR DECK ACCESS HATCHES

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



Finding C-2

A minor crack was sighted above the latch on the anchor locker FRP.

Recommendation

Repair/refinish in accordance with good marine practice, as necessary.

DECK DRAINAGE

Midship side deck drains. The drains were clear and unobstructed where sighted. Cockpit drains under transom gate.

DODGER

Grey sunbrella-type fabric with stainless steel tubular supports. Found secure.

Finding C-3

Most of the original dodger snaps were still in place, while some of the original snaps were removed and filled.

Recommendation

No action is recommended at time of survey. Remove all original snaps and re-fair area, as necessary.

DORADE VENTS

Two (2) on aft cabin top. The dorade vents were found secure.

ESCAPE HATCHES

Three (3) of the foredeck hatches qualify as escape hatches.

EXTERIOR LIGHTING

The deck light at the mast (below the steaming light) did not illuminate when tested.

Finding B-3

The deck light at the mast (below the steaming light) did not illuminate when tested.

Recommendation

Replace the light/bulb, as necessary.

EXTERIOR SHOWER

Hot/cold shower in the starboard transom.

Exterior shower

Finding B-4

The external shower hose appeared damaged (wrapped in duct tape) and the feed hoses were not connected.

Recommendation

Re-attach feed hoses, test, and replace hose/head as necessary.

EXTERIOR SEATING

Transom bench seat and port and starboard bench seating, with teak slat facings. Found secure.

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. 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 motor mount. Found secure.

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

Non-opening portlights on either side of the hull, opening portlights on either side of the cabin top. The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

See Note.

Finding C-4

The plastic frame fasteners on the aft cabin fixed portlight's aft 1/2 have pulled out of the liner.

Recommendation

Refinish the framing, as necessary.

WINDOWS

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

WINDSHIELD

Fixed tinted skylight window on cabin top. Found secure, with no cracks or crazing sighted.

Ground Tackle

ANCHORS

20 kg Genuine Bruce Claw-type with swivel. The anchor was ready to deploy.

ANCHOR RODE TYPE

Approximately 250' of 10mm galvanized 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.

Note: a stainless steel swivel was used to secure the galvanized anchor to the galvanized chain, which will degrade the zinc on the first few chain links and anchor shank, resulting in corrosion. Recommend coating the first few anchor chain links and 2" of the shank with 2-part epoxy paint, if possible, or replace stainless swivel with galvanized swivel.

ANCHOR WINDLASS

Lewmar horizontal shaft windlass.

Finding C-5

The windlass housing was observed with missing paint and surface corrosion.

Recommendation

Refinish the windlass motor housing to prevent excessive corrosion, as necessary.

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.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Bronze 3-bladed folding Volvo Penta propeller. 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

30mm stainless steel shaft. 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 2" stainless steel mounted to the shallow FRP molded shaft skeg.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The cutless bearing showed no signs of significant wear.

RUDDER MATERIAL

Appeared to be foam-filled FRP.

RUDDER MOUNTING

Appeared to well secured. Less than 1/2" of horizontal and fore/aft movement was observed.
Percussion hammer testing showed no evidence of softness or delamination on rudder.

HULL SEA-STRAINERS

The hull bottom mounted sea-strainers on either side of the prop-skeg were clear of marine debris and appeared serviceable.

KEEL

Deep bulb type.
Keel was well secured and faired well into the hull. No cracks or separation sighted at the hull-to-keel joint. No evidence of grounding was observed.

DRAINAGE THROUGH-HULLS

Plastic discharge/drainage through-hulls. No abnormal or soft percussion soundings around the drainage through-hull fittings or UV damage or cracking was observed.

BELOW WATERLINE THROUGH-HULLS

Bronze hull bottom through-hull fittings (except Marelon fittings behind sea strainers). The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional.

HULL TRANSDUCERS

The hull bottom mounted transducer was inspected with no evidence of exterior damage or excessive corrosion and was well secured.

SPEED WHEEL

The speed wheel spun freely by hand and was inspected with no exceptions noted.

SACRIFICIAL ANODES

The two (2) underwater zinc anode collars were newly installed at the time of survey haul-out.

ANTIFOULING PAINT

The antifouling bottom paint was newly applied (reportedly 2025) and appeared serviceable.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

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

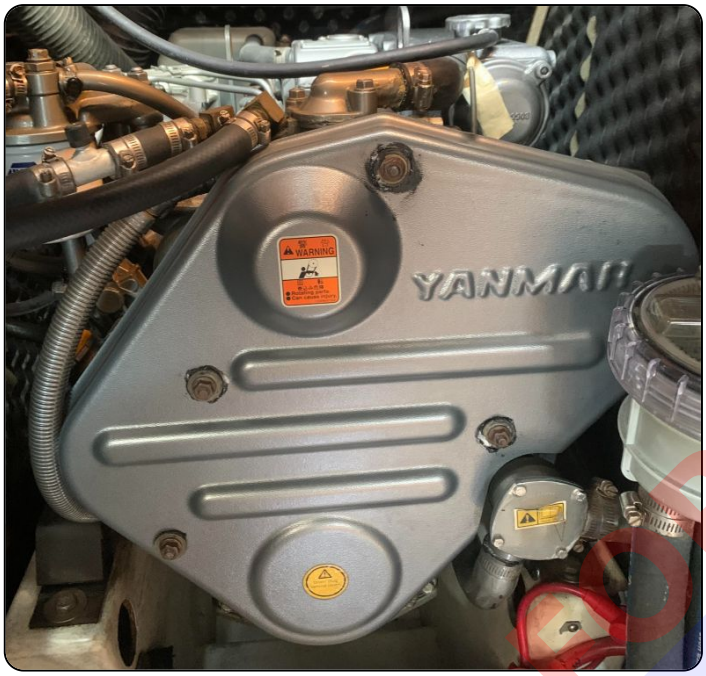
Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection. A percussion hammer sounding was performed on the hull's accessible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

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Yanmar 4JH4E



ENGINE HORSEPOWER

55 hp @ 3000rpm.

NUMBER OF CYLINDERS

Four (4) in-line configuration.

ENGINE STARTER VOLTAGE RATING

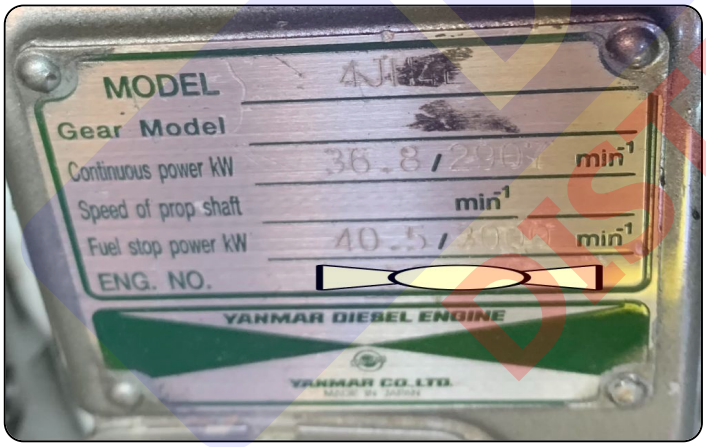
12 volt starting voltage.

ENGINE HOURS

The digital hour meter was not operational at time of survey.

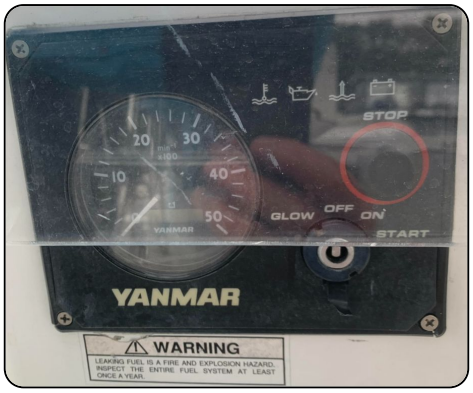
ENGINE SERIAL NUMBERS

XXXXX



ENGINE DISPLAYS

RPM.



ENGINE ALARM SYSTEM

Test sounded/illuminated at shut down.

THROTTLE & SHIFT CONTROLS

Mechanical single lever/cable type. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust with exhaust gas mixing riser to double-clamped flexible connection hoses and , Vetus-type plastic muffler, and transom mounted discharge. Appeared serviceable.

NOTE: the engine's exhaust muffler was constructed of 'Marine Approved' plastic composite, which can be susceptible to failure under some overheating conditions. Monitoring the exhaust is recommended and its replacement with an equivalent fiberglass or metallic muffler or installing an AquaLarm sensor may be considered (ABYC P-1.7.5.4).

ENGINE COOLING SYSTEM TYPE

Raw water cooled.

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 DRIVE BELTS

Belt and pulley condition was hindered by belt guards.

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. Appeared serviceable.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Direct drive.

TRANSMISSIONS/GEARS

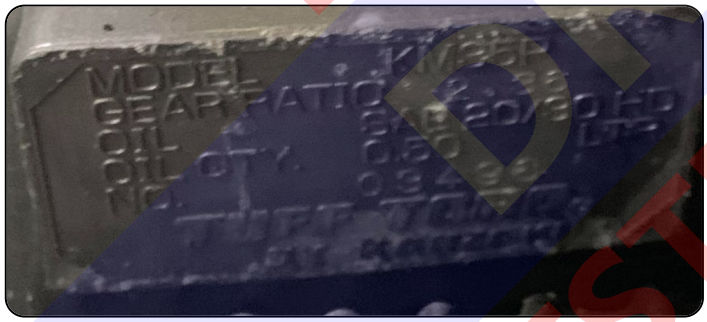
Kanzaki KM35P.

GEAR RATIO

Data tags stated 2.36 : 1.

GEAR SERIAL NUMBERS

03498



HEAT EXCHANGERS

Raw water heat exchanger.

GEAR FLUID LEVEL

Normal level was observed on the transmission dipstick.

PROPELLER SHAFTS

Size: 30mm. Material: stainless steel. No pitting or corrosion was observed on the shaft.

PROPELLER SHAFT SEALS

Volvo Penta rubber lip-seal system. No leaks were observed.

Machinery & Bilge Space Equipment

ENGINE SPACE VENTILATION

Two (2) transom cowlings. Found secure.

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

Foam-type sound deadening material. Appeared Serviceable.

LUBE TRANSFER SYSTEM

12v electric oil pump attached to drain plug. Not demonstrated.

Lube transfer pump

SEACOCKS/SEA-VALVES

Raw water seacocks for the engine and shaft log lubrication were Marelon plastic composite ball valve type. The valves moved freely when tested.

RAW WATER STRAINERS

Plastic with sight glass and underwater scoop strainers. Found clean and free of marine debris.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Unknown due to access.

NUMBER OF FUEL TANKS

One (1)

FUEL TANKAGE CAPACITY

52.8 gallons (per owner's manual).

FUEL LEVEL MONITORING

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

FUEL TANK MANUFACTURER LABELING

None sighted due to access.

FUEL TANKAGE SECURING

Unknown due to access.

FUEL TANKAGE LOCATION

Reportedly, below fastened floor of starboard lazarette.

FUEL FILL LOCATION

Starboard quarter cockpit coaming.

FUEL FILL MARKING

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

FUEL TANK VENTILATION

Starboard hull side below the fuel fill.

FUEL TANKAGE & FUEL FILL GROUNDING

Unknown due to access.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted.

FUEL SHUT-OFF VALVES

Emergency fuel shut-off valves at aft port stateroom berth battery selector panel and in-line at Racor.

MAIN ENGINE PRIMARY FUEL FILTERS

Racor 500 primary fuel/water separator with pressure gauge and flame-shield.
The bowl was clear and clean and no water was sighted in the bowl.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted spin-on canister type secondary fuel filter. Found serviceable.

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.

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

Bronze rudder stock. No significant corrosion had developed on the rudder stock.

RUDDER LOG PACKING GLANDS

None: the rudder post tube extends well above the waterline.

RUDDER POSITION INDICATOR

Raymarine ST60 rudder angle gauge. Demonstrated.

EMERGENCY STEERING SYSTEM

Stainless-steel plate mounted on cockpit deck aft of helm wheel with winch-handle control. Appeared adequate.

RIGGING & SAILS

Standing Rigging

RIGGING TYPE

Sloop

MAST

Aluminum mast by U.S. Spars.

MAST SPREADERS

Anodized aluminum swept back type double spreader rig.

Lower spreaders sighted with chafe boots.

MAST STEP

The mast was stepped to the deck on a cast aluminum pad. Appeared secure, no deck compression sighted.

COMPRESSION POST

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

BOOM

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

GOOSENECK

Anodized aluminum gooseneck. The gooseneck was found secure.

BOOM VANG

Spring loaded manual (line- controlled) boom vang. Found secure.

BOOM VANG GOOSENECK

Found secure.

RIGGING CHAIN PLATES

Internal chain plates bolted to ball-joint rods on longitudinal-mounted pins, with external forestay & backstay chain plates. The chain plates were visually inspected where accessible only, and no exceptions were observed. Observed with 40x Loupe LED magnifying glass.

Longitudinal mounted pin on reinforced FRP stringer

Longitudinal mounted pin on reinforced FRP stringer

SHROUDS/STAYS/TERMINAL ENDS

1 X 19, 816 stainless steel cable with swage type fittings. No crevice corrosion, cracks, apparent broken strands or unlaying of wire sighted with 40x Loupe LED magnifying glass. 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

Dual stainless steel backstays. Inspected from deck level only. Appeared fit for intended use. Observed with 40x Loupe LED magnifying glass.

RIGGING TANG ENDS

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

RIGGING TURNBUCKLES

Open design chromed bronze turnbuckles with leather covers. No significant corrosion had developed on the open design turnbuckles. Observed with 40x Loupe LED magnifying glass.

RIGGING TOGGLES

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

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 visually inspected with no exceptions observed.

REEFING SYSTEM

In-mast furling main and furling headsail.

ROLLER FURLING GEAR

Pro-Furl headsail furling gear. Demonstrated. Appeared serviceable.

WINCHES

Two (2) Lewmar #48, two (2) Lewmar #40 winches. The winches were operational when spun by hand and during sea trial.

HALYARDS

Halyards were braided and color coded lines. See Comments.

SHEETS

Sheets were braided and color coded. The sheets were visually inspected only and appeared fit for their intended use.

LINE CLUTCHES

Spinlock line stop clutches. The line stop clutches/jammers were operated by hand-weight only and at the sea trial, no exceptions were observed.

BLOCKS & TURNING BLOCKS

Lewmar turning blocks. The turning blocks were securely fit (while some not under load) 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.

TRACKS & CARS

Lewmar 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.

RUNNING RIGGING COMMENTS

Many running rigging lines appeared UV damaged and getting hard/brittle to the touch and were nearing the end of their serviceable life.

Finding B-5

Many running rigging lines appeared UV damaged and getting hard/brittle to the touch and were nearing the end of their serviceable life.

Recommendation

Recommend inspecting all running rigging lines, especially the main sheet traveler, main halyard and spinnaker halyard, and replacing as necessary.

Sails

MAINSAIL

Mast furling Dacron Neil Pryde International mainsail. Found adequate.

HEADSAIL

Roller furling headsail. Appeared adequate.

SAIL INVENTORY

The following sail inventory was observed: One (1) Mainsail, one (1) Genoa headsail, and one (1) asymmetrical spinnaker (sighted in sail-bag only).

SAIL SEAMS

No exceptions were observed, where sighted.

SAIL BATTENS

No exceptions were observed, 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

The headsail and the mainsail appeared recently cleaned and there was no sign of weathering on the stitching, foot, leach, or luff.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Reportedly, approximately 50% fuel load, 50% water load, low/medium gear load and five 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 up to 3200rpm at 7.5 kts and maintained adequate oil pressure, water temperature, and voltage.

SAILING TEST

The mainsail and headsail were unfurled 100% in calm conditions with no exceptions noted.

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

Raymarine ST6001 Autopilot with Raymarine Smartcontroller remote. The autopilot components and functions were demonstrated during the trial run.

COMPASSES

None sighted. Highly recommended.

Finding A-1

The vessel was not equipped with a magnetic compass.

Recommendation

Install a suitable magnetic compass, as required by 46 CFR §184.402 which states that every vessel must be fitted with a suitable magnetic compass designed for marine use, which is to be mounted at the primary operating station. Exceptions: (1) A vessel on a rivers route; (2) A non-self propelled vessel; and (3) A vessel operating on short restricted routes on lakes, bays, and sounds. Also, (c) Except on a vessel limited to daytime operations, the compass must be illuminated.

MULTI-INSTRUMENTS

Raymarine E120 helm display and Raymarine E80 navigation station display with radar and GPS chart plotter. Demonstrated.
Note: E80 navigation display must be powered up first for E120 helm display to fully function.

E120 w/out E80 powered up

E80

VHF RADIOS

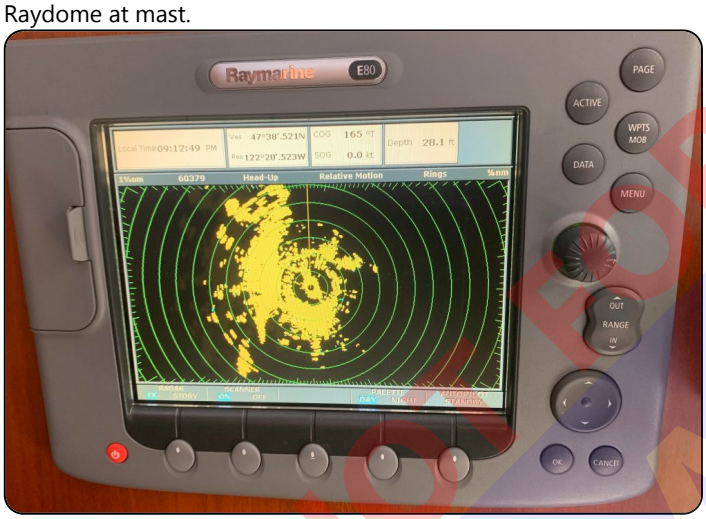
ICOM IC M-402 with DSC. Transmitted/received radio check signals.
Remote VHF microphone inlet at helm pedestal sighted, no demonstrated.

ANTENNAS

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

MARINE RADAR

Raydome at mast.



DEPTH DISPLAY

Raymarine ST60 digital depth display. Demonstrated.

Rudder, Wind, Autopilot, Depth, Speed

SPEED DISPLAY

Raymarine ST60 digital speed display. Demonstrated.

WIND INSTRUMENT

Raymarine ST60+ true/apparent wind speed/direction display. Demonstrated.

BAROMETER

Weems & Plath barometer.

SHIP'S CLOCK

Weems & Plath clock at helm and Chelsea clock and Sharper Image Clock in main salon.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: Five (5) NorthStar 12-volt sealed AGM 1740 MCA batteries. Properly secured vertically and horizontally with positive terminal boots and hex-nuts (ABYC E-10).

Start: Optima 870 MCA 12-volt flooded lead acid. Battery was properly secured in acid-proof tray and terminals were properly protected. Dated 05/11/2019.

BATTERY SWITCHES

Three (3) at forward port side of aft berth and one (1) Inverter switch in engine space.

MAIN DC BREAKERS

DC ELECTRICAL PANEL BREAKERS/FUSES

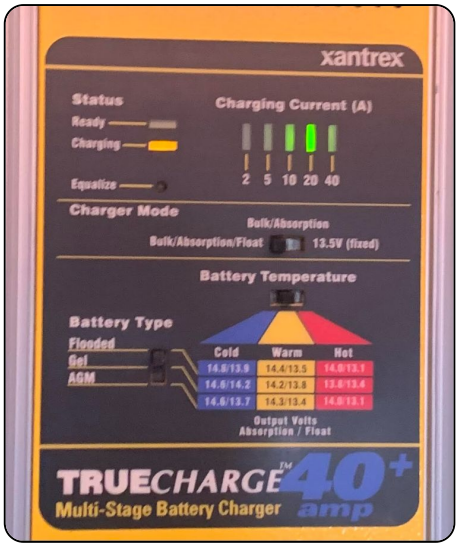
DC branch breakers were located in the main cabin electrical panel. All DC circuits appeared to be adequately protected by branch or switched breakers.

DC ELECTRICAL SYSTEM MONITORS

Heart Interface Link 10 battery monitor and analog DC voltage gauge was located in the main DC electrical panel. Powered up.

BATTERY CHARGERS

Balmar Digital Duo-charge and Balmar MC-612 alternator regulator. Powered up.
Xantrex TrueCharge 40+. Powered up.



BalMar regulator

Duo-Charge

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

DC system is properly grounded to the engine.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured every 18" (ABYC E-11) 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, 30 amp.

AC SHORE POWER INLETS

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

AC SHORE POWER CORDS

30 amp. vinyl shore power cord.
Threaded grip demonstrated.
No burn marks or corrosion sighted, and cord appeared serviceable.

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 circuits appeared adequately protected by branch breakers.

AC ELECTRICAL SYSTEM MONITORS

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

GALVANIC ISOLATION SYSTEM (ABYC A-28)

None sighted.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located, with GFCI protection in all wet areas such as the galley and heads. 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.

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

All AC counduit was stranded copper of proper size and rating where sighted, and wiring runs were properly supported every 18" where sighted (NFPA 302 and ABYC E-11).

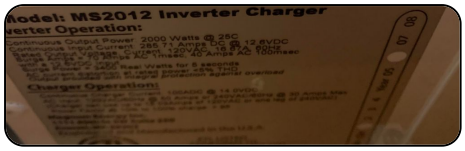
AC wiring was terminated with spade or crimp-on connectors, where sighted.

GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

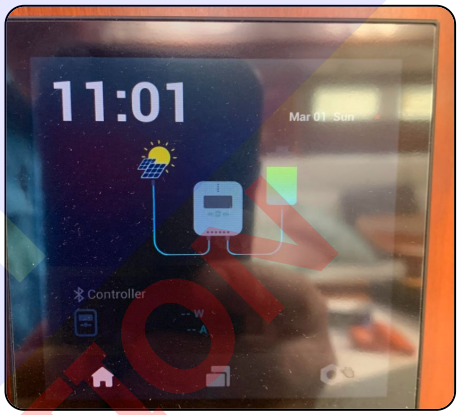
INVERTER SYSTEMS (ABYC E-11, A-31)

12VDC In : 120VAC Out, Magnum Energy MagnaSine 2500w Pure Sine Wave under aft berth with remote panel at navigation station.



SOLAR POWER SYSTEM

Four (4) Renology 100 Watt solar panels with Adventurer 30A PWM charge controller and Renology BT-1 bluetooth module. Powered up.



WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

Polyethylene.

NUMBER OF FRESHWATER TANKS

Two (2).

WATER TANKAGE CAPACITY

153.5 gallons (per owner's manual).

WATER TANKAGE SECURING

The water tankage was framed in where sighted.

WATER FILL LOCATION

Port quarter cockpit coaming and port forward side deck.

WATER FILL MARKING

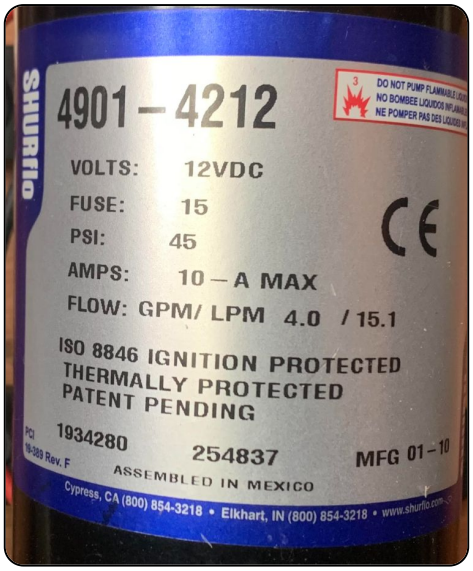
Both deck fittings were properly marked for water.

FRESHWATER TANKAGE VENTILATION

Port hull side below the water fill pipes.

FRESHWATER PUMPS

Shurflo 12VDC 4.0 gpm freshwater pump. Demonstrated. The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed.



FRESHWATER FILTRATION

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

FRESHWATER PIPE/HOSE PLUMBING

Red and blue plastic PEX type (cross-linked polyethylene) tubing with water manifold systems.

Finding C-6

Minor corrosion was sighted on the forward stateroom water tank fill pipe flange and under the vent flange.

Recommendation

No action is recommended at the time of survey. Clean and monitor frequently.

WATER LEVEL MONITORING

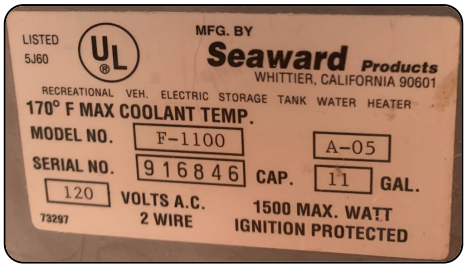
An analog water level gauge was located in the cabin DC electrical panel. Powered up.

Hot Water System

WATER HEATER

Seaward Products Model F-1100 water heater.

EverHot Tankless Water Heater (uses diesel boiled steam from Hydronic).



WATER HEATER TYPE

Marine grade 120 VAC.

WATER HEATER CAPACITY

11 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

Blackwater System

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

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

BLACKWATER TANKAGE

Reportedly, two (2): each head. Inaccessible for inspection due to fastened location behind head panels.

TankWatch4 level indicators. Powered up.

BLACKWATER TANKAGE SECURING

Tank securing was unknown due to access.

BLACKWATER TANKAGE VENTILATION

The blackwater tank's vent fittings were plumbed overboard at the hull sides.

BLACKWATER SYSTEM DISCHARGE

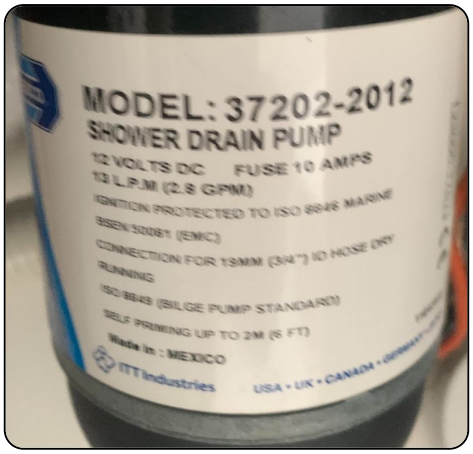
Jabsco macerators with Y-valves in each head for either gravity overboard discharge or starboard deck pump-out. The fitting was properly marked "Waste."

Sea valves comform to 33 CFR 159.7 (mechanically locked closed).

Greywater System

GREYWATER DISCHARGE SYSTEM

12-volt Jabsco shower drain pumps in each head. Pumps directly overboard. Powered up.



PLUMBING FIXTURES

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

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT

V-berrth, aft stateroom, and salon settees.

HEAD ARRANGEMENT

Two (2) Jabsco manual heads. Demonstrated.

SHOWER ARRANGEMENT

Integral showers in the heads.

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

Faux-teak

CABIN SOLE FOUNDATION

Gelcoated fiberglass cabin sole with molded non-skid.

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

Molded headliner. The interior headliners were generally well-fit with no visible tears and no significant staining.

WALL-LINERS

The aft port stateroom wall liner was peeled away from the molded FRP headliner.

Aft cabin wall liner.

Finding C-7

The aft port stateroom wall liner was peeled away from the molded FRP headliner.

Recommendation

Refit the wall-liner, as necessary.

Interior Systems & Equipment

LIGHTING

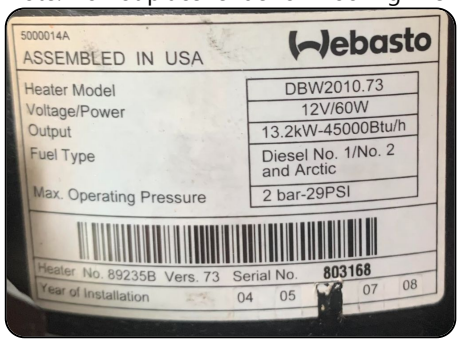
All interior lights illuminated when tested.

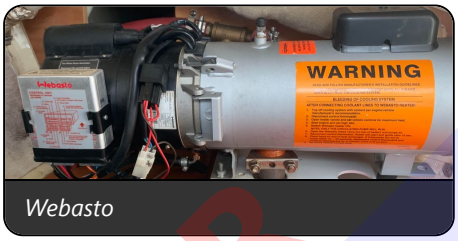
CABIN HEATING SYSTEM

Webasto diesel hydronic heater and heater fans. Demonstrated.

Exhaust system was insulated flexible piping to thru-hull stainless steel insulated exhaust tube. Appeared adequate.

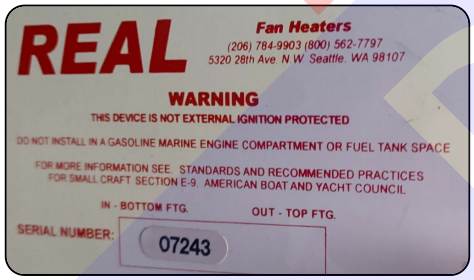
Note: Do not place fender or mooring line near hull-side exhaust outlet.





Webasto

Everhot selector



Audio/Visual Equipment

STEREO SYSTEM

Pioneer MIXTRAX DEH-S422QBT. The audio components powered up but required a full test/prove for all functionality.

Galley Equipment

MICROWAVE OVEN

120VAC Tappan microwave. Model TM7030. Powered up.

STOVE

Gimbaled 3-burner LPG stove/oven. Demonstrated.

Finding C-8

Electric ignitors for each stove burner spark inconsistently.

Recommendation

No action is recommended at the time of survey. Recommend keeping a hand-held lighter onboard for backup stove-lighting.

GALLEY SINK

Double basin stainless steel sink. The galley sink was properly fit where sighted, the faucet fixture was operational and the sink drained appropriately.

REFRIGERATION

Alder-Barbour countertop and side-door opening compartments with flat-plate evaporative cooling.

SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Four (4) type III 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 (cushion).

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. dry chemical hand-held fire extinguisher was located in the forward stateroom (self-inspected date: 03/2025).
Note: NFPA 10 allows owners to inspect refillable extinguishers and log monthly for six years.
Type ABC-I 2.5 lb. dry chemical hand-held fire extinguisher was located in the navigation station.
Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged.

Finding A-2

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

Recommendation

Provide at least one additional fire extinguisher to comply with USCG, ABYC and NFPA recommended standards for fire protection.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

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

Finding A-3

The visual distress signals were expired.

Recommendation

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

SOUND PRODUCING DEVICES (33 CFR 83)

Handheld compressed air horn. The horn was briefly powered up.

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 properly displayed.

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

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

Auxiliary Safety Equipment

FIRE PORT

Engine space Fire Port appeared serviceable.

BILGE HIGH WATER ALARMS

One (1) Watchdog 360 bilge high water alarm with alarm speaker at the helm. Test sounded manually at the finger test pads.

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

A first aid kit was observed onboard.

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

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

Finding A-4

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

Recommendation

Carbon monoxide and smoke detectors are very important safety equipment. Install carbon monoxide and smoke detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

One (1) 12VDC diaphragm pump with float switch. Demonstrated from float switch and remote switch at electrical panel.

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

One (1) tank in the dual-tank locker at the port aft cockpit coaming.

GAS TANKAGE SPACE VENTILATION

Appeared adequate (keep drainage hole clear).

GAS SHUT-OFFS

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

GAS TANKAGE MOUNTING

The tank was 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 7 minutes after turning off main gas valve after pressurizing system with solenoid on and stove elements burning, indicating no leaks.

LPG GAS FUME DETECTORS

None sighed. Highly recommended.

The Findings & Recommendations section is only one section of the "XXXXXXXXXXXX" 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

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

Finding A-1 **Compasses**

The vessel was not equipped with a magnetic compass.

Recommendation

Install a suitable magnetic compass, as required by 46 CFR §184.402 which states that every vessel must be fitted with a suitable magnetic compass designed for marine use, which is to be mounted at the primary operating station. Exceptions: (1) A vessel on a rivers route; (2) A non-self propelled vessel; and (3) A vessel operating on short restricted routes on lakes, bays, and sounds. Also, (c) Except on a vessel limited to daytime operations, the compass must be illuminated.

Finding A-2 **Fire Extinguishers (33 CFR 175.310)**

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

Recommendation

Provide at least one additional fire extinguisher to comply with USCG, ABYC and NFPA recommended standards for fire protection.

Finding A-3 **Visual Distress Signals (33 CFR 175.110)**

The visual distress signals were expired.

Recommendation

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

Finding A-4 **CO/Smoke Detectors (ABYC A-24) / (NFPA 302)**

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

Recommendation

Carbon monoxide and smoke detectors are very important safety equipment. Install carbon monoxide and smoke detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Sea Valves**

The intake/discharge valves appeared to be different specific bronze alloys than the thru-hull fittings (see photo).
It is possible that the head ball valves are Euro-style, and do not meet ABYC H-27 recommendations. The inside thread of the ball valves may be tapered NPT onto straight thru-hull threads (ABYC H-27.6.2). Furthermore, if the ball valves are Euro-style, they conform to the EU's Recreational Craft Directive per ISO 9093-1, which only requires a five-year lifespan and therefore the components may be brass that is subject to dezincification.

Recommendation

Place emergency bungs near all ball valves, ensure nothing is stowed near the valves, and at next haul-out, replace all dissimilar alloy ball valves and ensure sea-cocks are flanged bronze (or Marelon). Inspect thru-hull fitting threads and replace, if necessary.

Finding B-2 **Boarding Swim Ladder**

While the vessel was equipped with a boarding ladder, this ladder could not be deployed by a person in the water as required by ABYC H-41.10.1 (means of unassisted reboarding shall be provided on all boats. The reboarding means shall be accessible to, and deployable by, the person in the water.)

Recommendation

Recommend installing a line that can be reached by a person in the water that releases the ladder lashing.

Finding B-3 **Exterior Lighting**

The deck light at the mast (below the steaming light) did not illuminate when tested.

Recommendation

Replace the light/bulb, as necessary.

Finding B-4 **Exterior Shower**

The external shower hose appeared damaged (wrapped in duct tape) and the feed hoses were not connected.

Recommendation

Re-attach feed hoses, test, and replace hose/head as necessary.

Finding B-5 **Running Rigging Comments**

Many running rigging lines appeared UV damaged and getting hard/brittle to the touch and were nearing the end of their serviceable life.

Recommendation

Recommend inspecting all running rigging lines, especially the main sheet traveler, main halyard and spinnaker halyard, and replacing as necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Deck Hatches**

Minor crazing was observed on the centerline forward escape hatch.

Recommendation

No action is recommended at time of survey. Monitor frequently and replace glass if necessary.

Finding C-2 **Exterior Deck Access Hatches**

A minor crack was sighted above the latch on the anchor locker FRP.

Recommendation

Repair/refinish in accordance with good marine practice, as necessary.

Finding C-3 **Dodger**

Most of the original dodger snaps were still in place, while some of the original snaps were removed and filled.

Recommendation

No action is recommended at time of survey. Remove all original snaps and re-fair area, as necessary.

Finding C-4 **Portholes/Portlights**

The plastic frame fasteners on the aft cabin fixed portlight's aft 1/2 have pulled out of the liner.

Recommendation

Refinish the framing, as necessary.

Finding C-5 **Anchor Windlass**

The windlass housing was observed with missing paint and surface corrosion.

Recommendation

Refinish the windlass motor housing to prevent excessive corrosion, as necessary.

Finding C-6 **Freshwater Pipe/Hose Plumbing**

Minor corrosion was sighted on the forward stateroom water tank fill pipe flange and under the vent flange.

Recommendation

No action is recommended at the time of survey. Clean and monitor frequently.

Finding C-7 **Wall-Liners**

The aft port stateroom wall liner was peeled away from the molded FRP headliner.

Recommendation

Refit the wall-liner, as necessary.

Finding C-8 **Stove**

Electric ignitors for each stove burner spark inconsistently.

Recommendation

No action is recommended at the time of survey. Recommend keeping a hand-held lighter onboard for backup stove-lighting.

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.

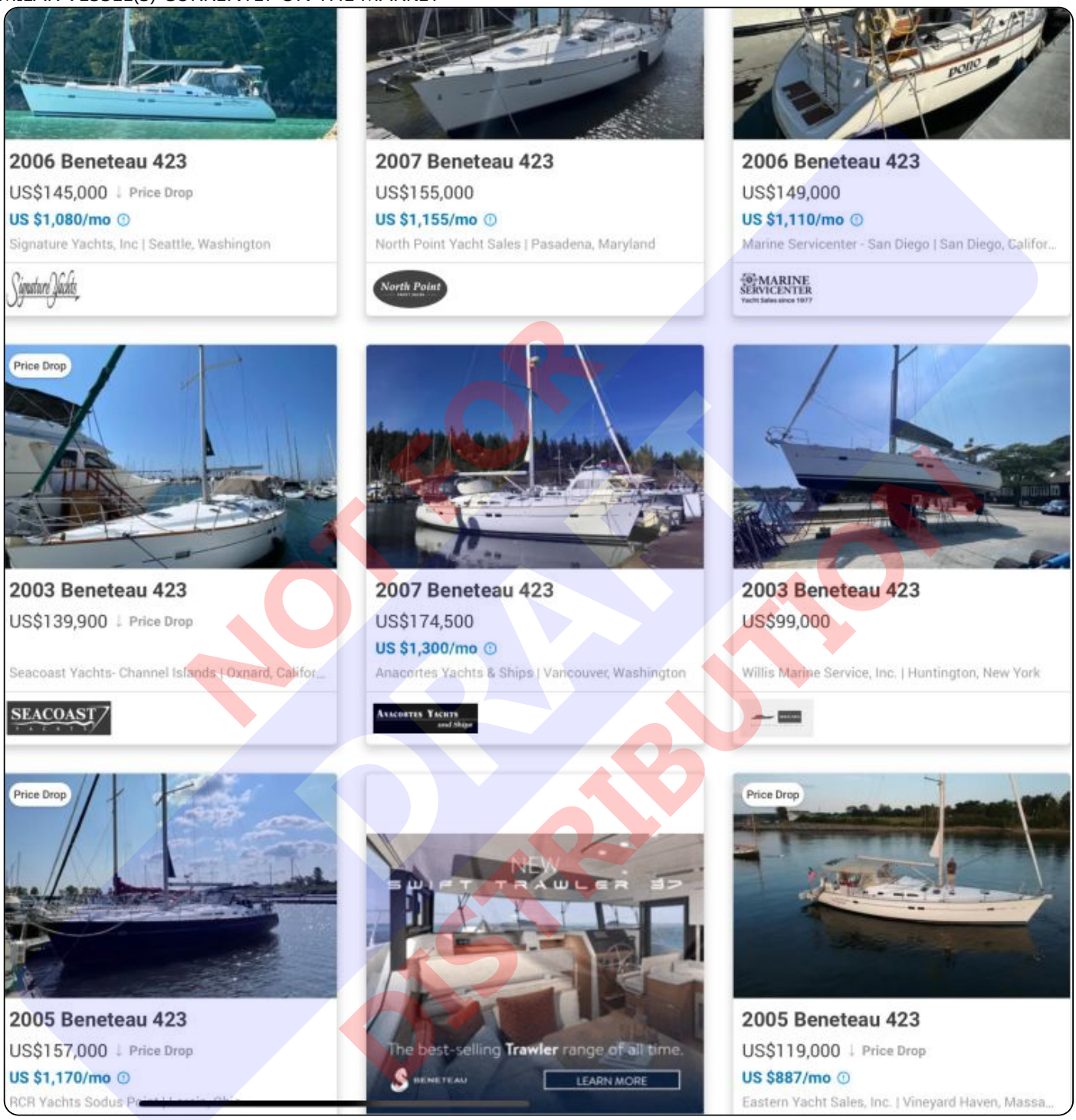
As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

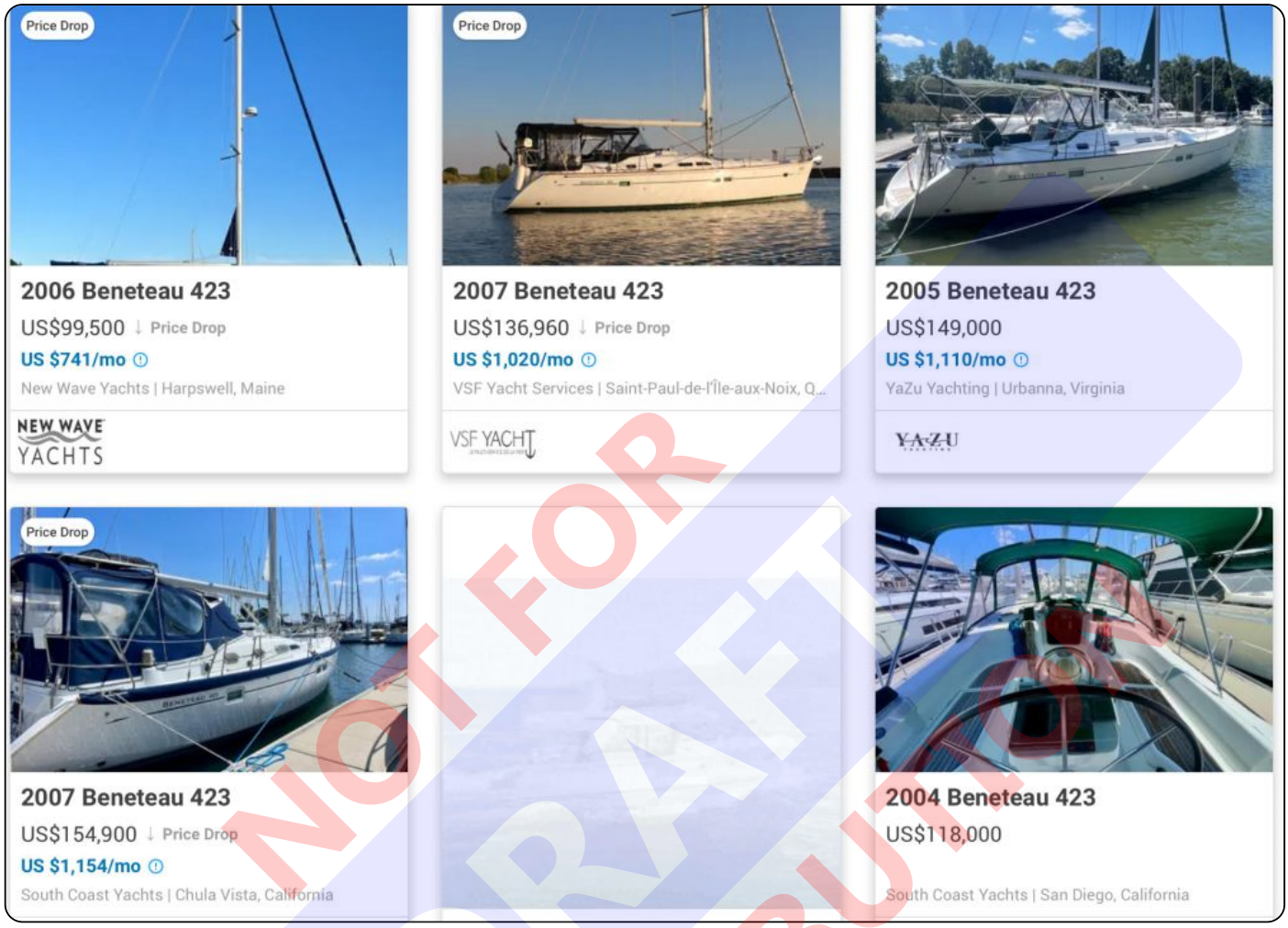
ABOVE AVERAGE CONDITION

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 2023 to 2025. The surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld).

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET





SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$144,900	Boat Location:	Little River, SC
Year:	2007	Condition:	Used
Make:	Beneteau	Active:	22 Days
Model:	423	Sold Date:	September 2, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	54 hp Yanmar 4JH4E	Price Source:	Contracted
Name:	Gone With The Wind		

Listed Price:	$136,888	Boat Location:	Halifax, NS, CAN
Year:	2004	Condition:	Used
Make:	Beneteau	Active:	490 Days
Model:	423	Sold Date:	August 25, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Volvo D2 55	Price Source:	Self-Reported
Name:	Heaven Wont Wait		

Listed Price:	$112,500	Boat Location:	San Diego, CA
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	408 Days
Model:	423	Sold Date:	July 27, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp YANMAR 4JH4E	Price Source:	Self-Reported
Name:	SEXSEA		

Listed Price:	$129,000	Boat Location:	Stamford, CT
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	353 Days
Model:	423	Sold Date:	July 21, 2025
Length:	43 ft	Sale Type:	
Engine:	Yanmar 4JH4E	Price Source:	Self-Reported
Name:	Yumi III		

Listed Price:	$109,000	Boat Location:	Rock Hall, MD
Year:	2004	Condition:	Used
Make:	Beneteau	Active:	376 Days
Model:	423	Sold Date:	July 11, 2025
Length:	43 ft	Sale Type:	
Engine:	55 hp Volvo D2-55	Price Source:	Self-Reported
Name:	Southern Cross		

Listed Price:	$142,727	Boat Location:	Vancouver, BC, CAN
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	38 Days
Model:	423	Sold Date:	June 20, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Volvo D2-55	Price Source:	Self-Reported
Name:	My Girl		

Listed Price:	$138,000	Boat Location:	Ventura, CA
Year:	2004	Condition:	Used
Make:	Beneteau	Active:	108 Days
Model:	423	Sold Date:	June 10, 2025
Length:	43 ft	Sale Type:	Retail
Engine:	55 hp Volvo Penta 55D	Price Source:	Self-Reported
Name:			

Listed Price:	$138,000	Boat Location:	Ventura, CA
Year:	2004	Condition:	Used
Make:	Beneteau	Active:	
Model:	423	Sold Date:	June 10, 2025
Length:	42 ft	Sale Type:	Retail
Engine:		Price Source:	Contracted
Name:	PA'CATA		

Listed Price:	$169,900	Boat Location:	Sandusky, OH
Year:	2006	Condition:	Used
Make:	Beneteau	Active:	262 Days
Model:	423	Sold Date:	June 5, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Volvo D2-55	Price Source:	Self-Reported
Name:	Aerie		

Listed Price:	$153,000	Boat Location:	Rock Hall, MD
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	144 Days
Model:	Oceanis Clipper 423	Sold Date:	May 30, 2025
Length:	41 ft	Sale Type:	Retail
Engine:	55 hp Volvo D2-55	Price Source:	Self-Reported
Name:	Adagio		

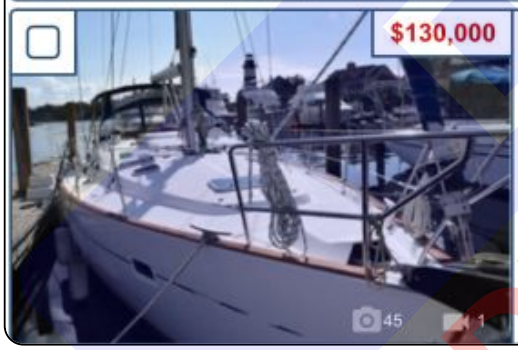
Listed Price:	$170,000	Boat Location:	Annapolis, MD
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	36 Days
Model:	Oceanis Clipper 423	Sold Date:	May 29, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Volvo Penta D2-55	Price Source:	Self-Reported
Name:	Callinectes		

Listed Price:	$129,900	Boat Location:	Green Cove Springs, FL
Year:	2003	Condition:	Used
Make:	Beneteau	Active:	22 Days
Model:	423	Sold Date:	May 2, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	55 hp Volvo	Price Source:	Self-Reported
Name:			

Listed Price:	$162,190	Boat Location:	Oakville, ON, CAN
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	121 Days
Model:	423	Sold Date:	April 14, 2025
Length:	42 ft	Sale Type:	
Engines:		Price Source:	Self-Reported
Name:			

Listed Price:	$146,194	Boat Location:	Lefkas, GRC
Tax:	Paid	Condition:	Used
Year:	2005	Active:	225 Days
Make:	Beneteau	Sold Date:	April 11, 2025
Model:	Oceanis Clipper 423	Sale Type:	
Length:	42 ft	Price Source:	Self-Reported
Engine:	55 hp Volvo Penta D2-55		
Name:			

Listed Price:	$149,000	Boat Location:	Seattle, WA
Year:	2005	Condition:	Used
Make:	Beneteau	Active:	71 Days
Model:	423	Sold Date:	April 2, 2025
Length:	43 ft	Sale Type:	Retail
Engine:	55 hp Volvo D2-55	Price Source:	Self-Reported
Name:	Salish Breeze		



Listed Price:	$149,900	Boat Location:	Little River, SC
Year:	2007	Condition:	Used
Make:	Beneteau	Active:	125 Days
Model:	423	Sold Date:	March 14, 2025
Length:	42 ft	Sale Type:	Retail
Engine:	54 hp Yanmar 4JH4E	Price Source:	Contracted
Name:	Gone With The Wind		

ADDITIONAL REFERENCES

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

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

September 10, 2025

BENETEAU YACHTS, MARION, SC (MIC: BEY)
CHANTIERS BENETEAU S/A-FRANCE

Model Year	2006	Hull Material	Fiberglass
Model	OCEANIS 423 2C	Hull Configuration	Keel
Length Overall	43' 2"	Draft	5' 7"
Length On Deck	41' 8"	Beam	12' 11"
Boat Type	Sailboat - Aft Cockpit | Sloop Rig	Weight	19797 lbs.
Engine Type	Inboard Single 55D	Ballast	5836

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	$139,000-$153,000 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$163,500-$179,500
Replacement Value	$456,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

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

Nine (9) comparable vessels (not including the subject vessel) were currently listed for sale.
The average asking price of these comparable vessels was $151,155 with an adjusted price of $140,121 (see adjustments below). Soldboats.com (BoatWizard) listed five (9) comparisons that were sold between Jan. '25 - Sept. '25. The average asking price of these vessels and the average sold price of the vessels was a difference of 7.3% of the average asking price, which is how the "adjusted" price was calculated for the currently listed vessels above). BUCValuPro.com places a [2006] Fair Market Value Range in the Northern Pacific Coast area in "BUC Condition" between $163,500 to $179,500 with the average being $171,500.

Valuation Summary:
The highest actual sales of comparable Beneteau Oceanis 423 2C were $160,00 & $162,190 for vessels that sold between '24 & '25, in the USA. The average actual sale price for the vessels was $130,200.

Considering the overall condition and weighing the actual sales data and current listings data, the valuation of "XXXXXXXXXXX" is placed at the upper-range of the market values.

Comparable Approach:
Comparable Adjusted Listings Values, Average: $140,121.
Soldboats.com data sold price, Average: $144,428.
BUCValuePro.com, Average: $171,500.
Comparable Approach Average: $152,016.

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

$152,000 per surveyor's assessment.

VALUATION CONCLUSION

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

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

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

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

$152,000 per surveyor's assessment
One Hundred Fifty-Two Thousand 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:

$456,000 per BUCValuPro™
Four Hundred Fifty-Six Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXXXXXXX", 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 September 8, 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.

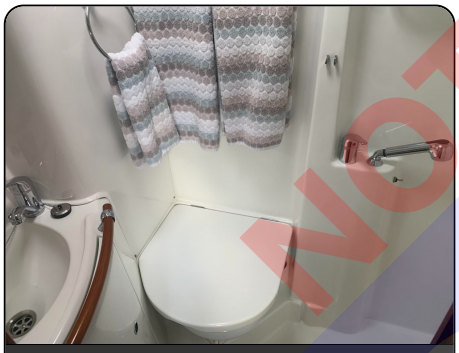
Cpt. Mark Van der Vliet, Sams SA, ABYC SA

Signed and submitted on: September 10, 2025

PHOTO LIBRARY

Cockpit

Forward stateroom



Forward head

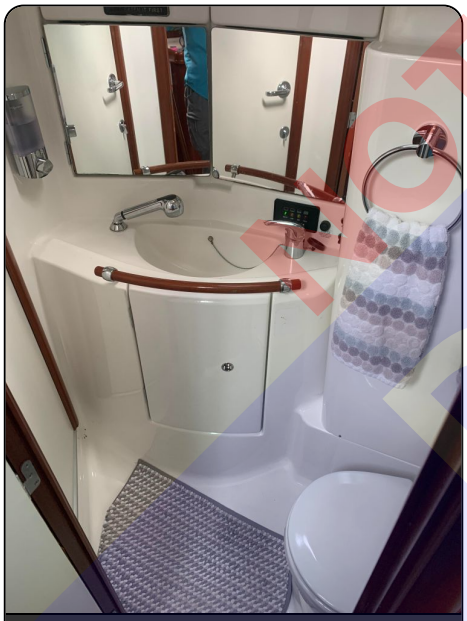
Main salon from companionway

Starboard settee/dinette

Port settee

Navigation Station

Galley



Aft head

Aft cabin