VdV Marine Survey

1993 36' Solaris Sunrise Catamaran

"XXXXXXX"

Van der Vliet Marine, LLC
www.vdvmarine.com

1 (406) 270-2221
mark@vdvmarine.com

Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXX"

1993 36' Solaris Sunrise Catamaran

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXX

Date Of Survey: October 8, 2025
Report Submitted On: October 9, 2025

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

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXX, Mark Van der Vliet did attend onboard the 1993 36' Solaris Sunrise Catamaran "XXXXXXX" on October 8, 2025 to conduct a Pre-Purchase marine survey.

Sunny, Wind light & variable. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number CLYGXXXXF393 was verified. I certify that the photographed image of the vessel's Hull Identification Number (HIN), which appears below in this report, is true and accurate and was taken on the date indicated below.

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

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

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

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

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

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

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

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

APPEARED: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

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

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

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

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

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

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

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

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

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

DELAMINATION: Separation into constituent layers.

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

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

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

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

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

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

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

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

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

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

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

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

ENGINE SURVEY

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

SAILS & RIGGING INSPECTION

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

REPORTED VESSEL DISCLOSURE COMMENTS

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

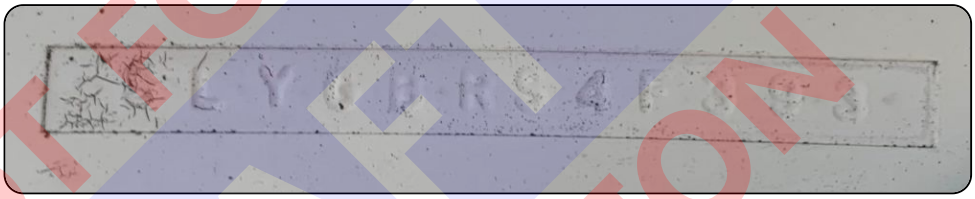
GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-2097
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on October 8, 2025 from 7:30 am - 4pm.
LOCATION OF SURVEY INSPECTION	Delin Dock, Tacoma, WA.
LOCATION OF BOTTOM INSPECTION	CSR Des Moines Boatyard, Des Moines, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client XXXXXXXX, the owner XXXXXX.
VESSEL OWNER	Jake Lazenby

General Vessel Information

VESSEL BUILDER	Solaris Yachts
HIN (HULL IDENTIFICATION NUMBER)	CLYGBRS4F393



MODEL YEAR	1993 (per Hull Identification Number)
YEAR BUILT	1993 (per Hull Identification Number)
STATE REGISTRATION NUMBER	WN XXXX NW (the affixed decal was expired)

STATE REGISTERED VESSEL OWNER	XXXXXXXXXX
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	36' (per owner's manual)
LENGTH ON DECK (LOD)	36' (per owner's manual)
LENGTH WATERLINE (LWL)	35' (per owner's manual)
BEAM	15' 10" (per owner's manual)
DRAFT	2' 10" (per owner's manual)
DISPLACEMENT	5 tons. (per owner's manual)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

Rating & Valuation Summary

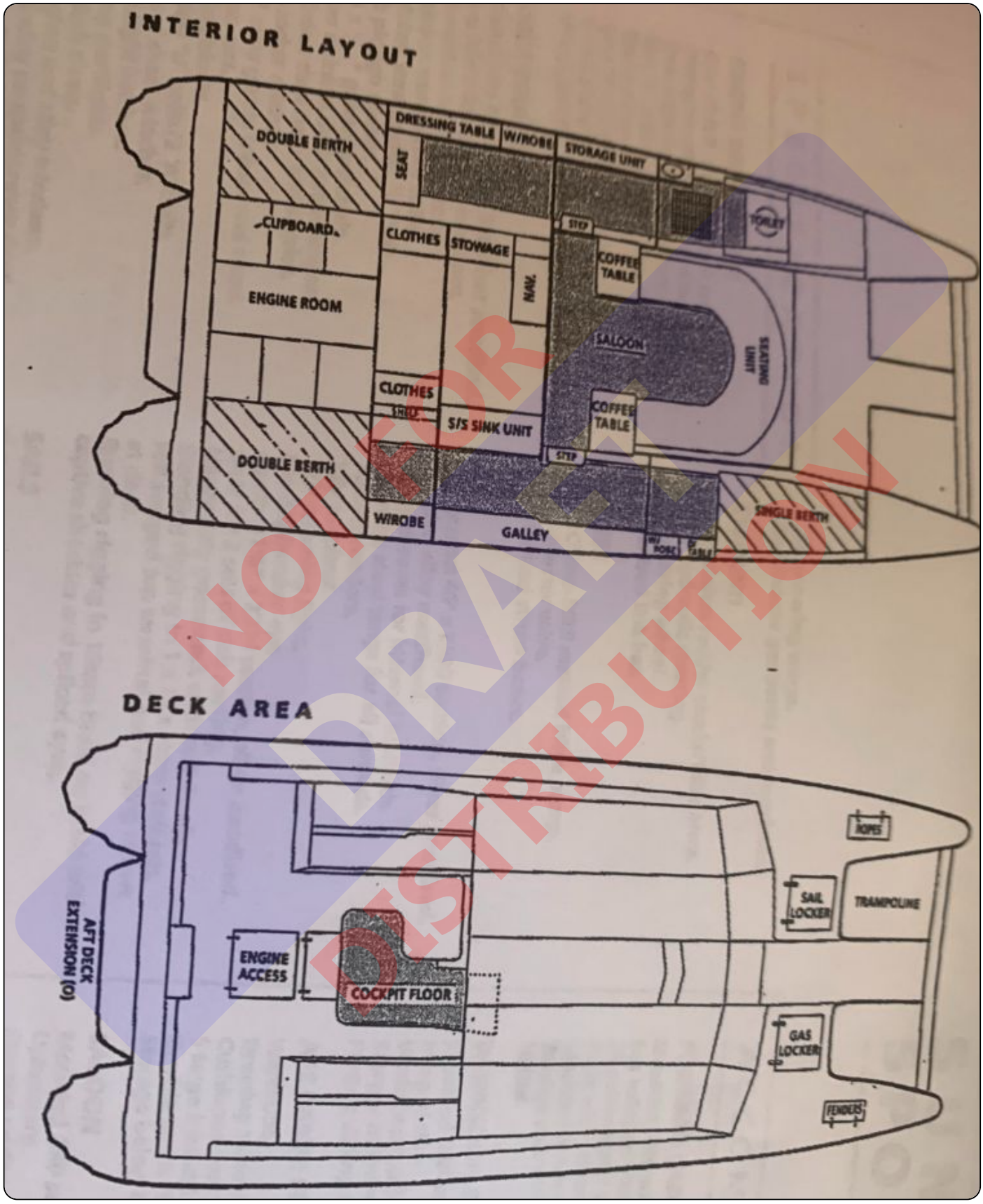
ESTIMATED MARKET VALUE	**$90,500 per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$321,500 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

Starboard forward hull is the primary head leading aft to the cabin entrance and galley, followed by an aft berth. Port forward hull is the secondary head leading aft to a sink and storage cabinets and cabin entrance followed by an berth.

The forward cabin is a crescent convertible settee and center heater stove followed aft by a cabinet either side, a port navigation station, and starboard companionway/watertight door to the cockpit. The cockpit has a port side helm, starboard bench seating centerline aft table, stern davit access, swim steps either side at sugar scoops with a swim ladder to starboard, boarding gates either side, side deck access either side to the foredeck and cabin top. The foredeck has storage lockers and dual lounge netting.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Catamaran with hard chines.

HULL MATERIAL

Solid FRP (fiber reinforced plastic).

AKA (CROSSBEAMS)

Aluminum bow crossbeam with V-support for 1x19 stainless steel cable and stainless steel open design turnbuckles. Found secure.

EXTERIOR FINISH

White gelcoated hull with blue dual cove stripes.

GENERAL EXTERIOR CONDITION

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

BULKHEADS

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

BILGES

A painted surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

SEA VALVES

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

CHAIN LOCKER DRAINAGE

The chain locker was integrated into the centerline bow locker, draining overboard.

BILGE LIMBER HOLES

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

SWIM PLATFORM

Dual athwartship Azek-type planks with stainless steel tab supports. Found secure.
Dual sugar-scoop type swim steps.

BOARDING SWIM LADDER

A folding stainless steel starboard stern boarding swim ladder. Found secure.

Finding C-1

The swim step ladder appeared to chafe the hull gelcoat.

Recommendation

Recommend adding chafe gear (tubing) to the swim step ladder at the hull.

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

Composite decks with marine plywood cored FRP and foam coring, with G10 reinforcement added at anchor chute and chainplate fittings. Painted textured nonskid, found adequate.

PHENOLIC TESTING

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

TOE-RAILS

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

HULL-TO-DECK JOINT TYPE

Overlapping 'shoe box' type joint. Structurally sound, where sighted.

HULL-TO-DECK JOINT FASTENERS

Stainless steel through bolted where sighted. Found secure, where sighted.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

Reportedly, foam sandwich cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

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

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

DECK PHOTO

COCKPIT PHOTO

BOATHOOK

Aluminum telescoping boathook observed onboard. Appeared serviceable.

BBQ GRILL

Magma railing-mounted LPG grill. Not demonstrated.

BIMINI

Blue sunbrella-type fabric bimini with 1" stainless steel tubular supports. Found secure.

BOARDING GATE(S)

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

BOW RAILING

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

DECK RAILINGS

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

STERN RAILING

1.25" stainless steel removable stern railings was demonstrated when dinghy was removed. The railing mounts were found to be secure.

HANDRAILS

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

Finding B-1

The port side swim step handrail was loose.

Recommendation

Tighten the nuts of the swim step handrail on the inside hull.

CABIN VENTILATION

Provided by the hatches, portholes, vents, and main cabin door.

GENERAL CAULKING/SEALANT CONDITION

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

CLEATS

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

EXTERIOR COVERS

Blue Sunbrella type fabric winch covers. Found secure.

DAVIT/CRANE

Stainless steel davits with two (2) Anderson 10 single speed winches.

DECK HATCHES

The hatches were operational and fit for use with no significant UV crazing in the hatch glass. Monitor frequently for signs of leakage.

EXTERIOR DECK ACCESS HATCHES

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

DECK BOXES

Two (2) Pelican cooler boxes properly secured to port/starboard aft deck.

DECK DRAINAGE

The deck hatch drains were clear and unobstructed where sighted.

EXTERIOR SHOWER

Hot/cold shower in the aft deck. Demonstrated.

EXTERIOR SEATING

Molded FRP starboard cockpit bench seating.

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.

INSPECTION PLATES

Plastic opening inspection plates. Found operational and 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

Lewmar opening portlights. The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

EXTERIOR WASHDOWNS

Raw water and freshwater bow washdowns. Demonstrated.

WINDOWS

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

WATERTIGHT DOORS

A watertight door was installed at the aft cabin entrance.

WINDSHIELD

Two (2) tempered glass windshields with center framed window above mast sheaves and clutches through-way.

Ground Tackle

ANCHORS

Stainless steel ULTRA 46 lb. anchor. The anchor was ready to deploy.

ANCHOR RODE TYPE

Approximately 150' 5/16" galvanized chain and 100' braided line. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

Stainless steel bridle hardware fastened to the bows with braided line and back-spliced stainless steel eyes. Appeared fit for intended use. Not demonstrated.

ANCHOR WINDLASS

Maxwell RC-8-8. Demonstrated from the helm, bow foot switches, and handheld remote switch.

ANCHOR PLATFORM

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

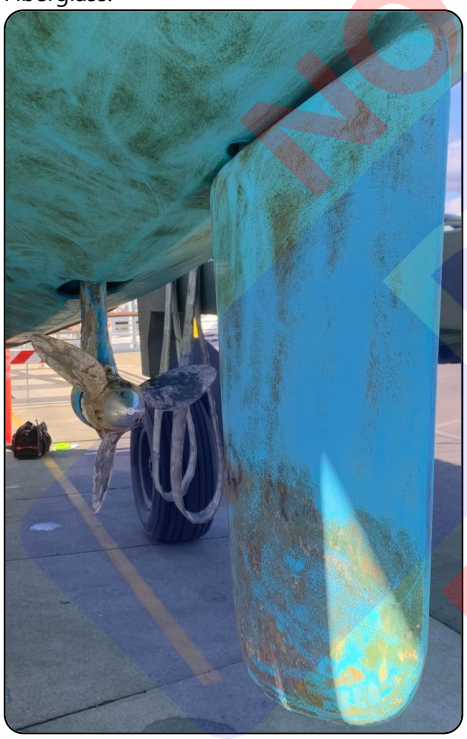
Two (2) bronze 16" x 12P 3-bladed propellers.

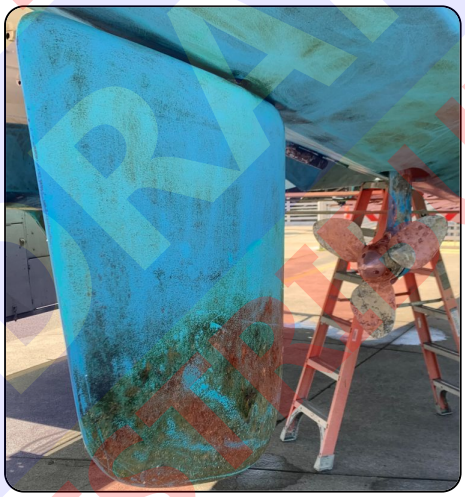
Featherstream

Starboard

RUDDER MATERIAL

Fiberglass.





RUDDER MOUNTING

Appeared to well secured. Approximately 1/2" of horizontal and fore/aft movement was observed on the starboard rudder and approximately 1/4" of horizontal and fore/aft movement was observed on the port rudder.

KEEL

Found secure with no damage observed.

DRAINAGE THROUGH-HULLS

Stainless steel discharge/drainage through-hulls. Marelon plastic composite hull side discharge through-hulls. No abnormal/soft percussion soundings, moisture conductivity, UV damage, or cracking around the drainage through-hull fittings was observed.

BELOW WATERLINE THROUGH-HULLS

Bronze hull bottom through-hull fittings. The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional.

HULL TRANSDUCERS

Airmar P79 transducer. The hull bottom mounted transducers were inspected with no evidence of exterior damage or excessive corrosion, and all were found well secured.

SPEED WHEEL

The speed wheel was seized with marine debris at haul out. The debris was cleaned at haul out.

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

SACRIFICIAL ANODES

The underwater zinc propeller nut anodes were newly installed at the time of survey haul-out. The collar and hull anodes were sighted not past 50% wastage point.

ANTIFOULING PAINT

The antifouling bottom paint 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 observed.

Note: both forward hulls below the waterline were percussion sounded with abnormal (dense) soundings. Moisture meter observations were normal (below 230/999) and no delamination was visible.

Bow reading below the waterline

HULL INSPECTION COMMENTS

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

CONSIDERATIONS

An anchor windlass backing plate bolts' nut was missing a washer.

Finding B-2

An anchor windlass backing plate bolts' nut was missing a washer.

Recommendation

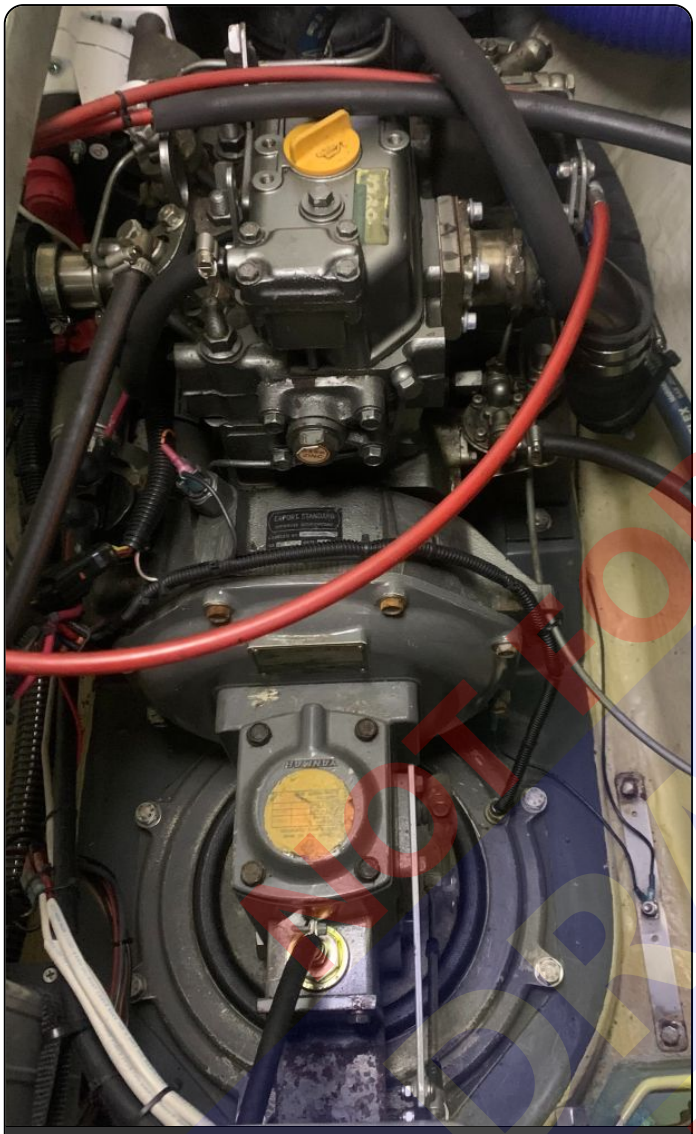
Install a washer at the backing nut.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Two (2) Yanmar 2GM20-93's.
Model 3HMFLNE-G1



Starboard

Port

NUMBER OF CYLINDERS

Two (2)

ENGINE STARTER VOLTAGE RATING

12 volt starting voltage.

ENGINE HOURS

Reportedly, approximately 600 hours.

ENGINE LABELS & NOTICES

Starboard

Port

ENGINE DISPLAYS

ENGINE ALARM SYSTEM

Test sounded/illuminated.

THROTTLE & SHIFT CONTROLS

Morse mechanical lever/cable type. Demonstrated.

ENGINE EXHAUST SYSTEM

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

ENGINE COOLING SYSTEM TYPE

Raw water cooled.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

ENGINE DRIVE BELTS

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

ENGINE BED MOTOR MOUNTS

Adjustable captive rubber block type motor mounts on cored fiberglass longitudinal stringers. Appeared serviceable.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Sail-drive.

TRANSMISSIONS/GEARS

Yanmar Marine Sail-Drives.

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

Two (2) Pentair bilge blowers and feeds. Powered up.

HOSES

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

HOSE CLAMPS

The hose clamps appeared serviceable where sighted.

SEACOCKS/SEA-VALVES

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

RAW WATER STRAINERS

Two (2) Groco bronze alloy with sight glass and freshwater engine flush attachment option. Found clean and free of marine debris. Appeared serviceable.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Stainless steel.

Aluminum 2.5 gallon (reportedly) day tank in the starboard forward hull feeds the diesel heaters.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

Reportedly 30 gallons.

FUEL LEVEL MONITORING

Analog fuel gauge at helm. Powered up.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage label was not visible/accessible on the fuel tank.

FUEL TANKAGE SECURING

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

FUEL TANKAGE LOCATION

Centerline under the cockpit deck.

FUEL FILL LOCATION

Centerline under cockpit deck.

FUEL FILL MARKING

The deck fuel fill fitting was clearly marked as to fuel type.

FUEL TANK VENTILATION

Cockpit helm coming below fuel fill.

FUEL TANKAGE & FUEL FILL GROUNDING

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

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES

Copper fuel lines with flexible hose to engine connections.

FUEL SHUT-OFF VALVES

Ball valves were located at the fuel tanks and fuel/water separators. The valves moved freely when tested.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor 500FG primary engine fuel/water separators.

FUEL FILTER CONDITION

The fuel filter bowls were clean and clear where sighted (filters not removed).

FUEL POLISHING SYSTEM

A Racor fuel filter with electric Facet fuel pump and fuel manifold.

FUEL TANKAGE SPACE IGNITION PROTECTION

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

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic steering with tie rod. Found secure.

STEERING SYSTEM MANUFACTURER

TX

NUMBER OF STEERING STATIONS

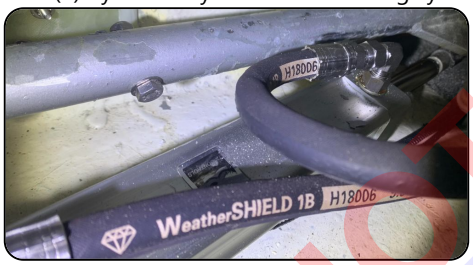
One (1)

STEERING HOSES/LINES

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

STEERING SYSTEM ACTUATORS

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

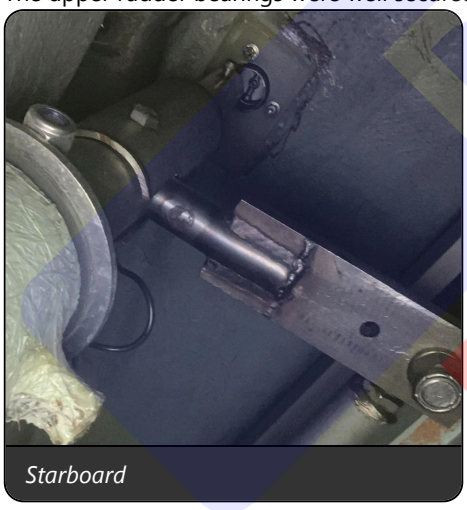


RUDDER STOCKS

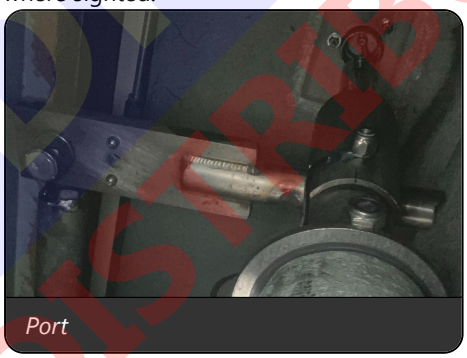
Bronze rudder stocks.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

The upper rudder bearings were well secured where sighted.



Starboard



Port

RUDDER LOG PACKING GLANDS

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

RUDDER POSITION INDICATOR

Raymarine rudder angle gauge integrated into autopilot display. Demonstrated.

EMERGENCY STEERING SYSTEM

Rudder tiller connection access was under the port and starboard aft deck plates. Emergency tiller sighted onboard. Appeared adequate.

RIGGING & SAILS

Standing Rigging

RIGGING TYPE

Cutter

MAST

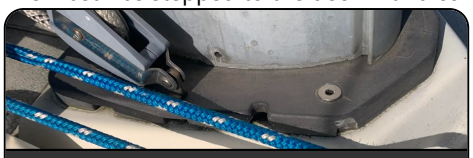
Anodized aluminum mast. Appeared fit for intended use.

MAST SPREADERS

Single spreader rig (anodized aluminum).

MAST STEP

The mast was stepped to the deck with a compression post.



Mast at deck step

COMPRESSION POST

Steel I-beam compression post bolted onto steel athwartship I-beam. Found secure.

BOOM

Aluminum boom.

GOOSENECK

The gooseneck was found secure.

RIGGING CHAIN PLATES

Stainless steel U-bolts and backing plates. Observed with 40x Loupe LED magnifying glass. No crevice corrosion, pitting, cracking, or deformations were observed. Found secure.

SHROUDS/STAYS/TERMINAL ENDS

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

Reportedly new rigging, staylock fittings, deck U-bolts/backing plates, 2023.

BACKSTAY

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

RIGGING TURNBUCKLES

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

RIGGING TOGGLES

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

RIGGING CLEVIS PINS & COTTER PINS

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

CONSIDERATIONS

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

Running Rigging

MAIN SHEET TRAVELER

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

TOPPING LIFT

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

REEFING SYSTEM

Furling main, staysail, jib.

ROLLER FURLING GEAR

Sailspar roller furling headsail.

WINCHES

Mast: Andersen-Scandinavia 28 at mast.

Cockpit: Andersen-Scandinavia two (2) 28 and two (2) 46 winches. The winches were operational. Recommend periodic service/lubrication maintenance.

HALYARDS

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

SHEETS

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

LINE CLUTCHES

Lewmar line stop clutches. The line stop clutches/jammers were operated by hand-weight only, no exceptions were observed.

CAM CLEATS

The cam locks and their springs were rotated by hand and during the sailing sea trial. no exceptions were observed.

BLOCKS & TURNING BLOCKS

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

SWIVEL BLOCKS

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

TRACKS & 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

Technique Dacron in-mast furling mainsail.

HEADSAIL

Roller furling headsail. Demonstrated. Found fit for intended use.

STAYSAIL

Roller furling staysail. Demonstrated. Found fit for intended use.

SAIL SEAMS

No fraying of the seams was observed. 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.

CONSIDERATIONS

Sails should be routinely checked at the head, tack and clew for stress or loose threads and signs of mildew. It is always recommended that the sails be inspected by an expert sailmaker for fit, cut and suitability to task.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

A trial run was performed in calm conditions on Lake Washington.

VESSEL LOADS

Reportedly, approximately 75% fuel load, 20% water load, low/medium gear load and five people onboard.

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.
Note: Starboard black smoke, cleared when engine warmed up.

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 observed at over 2800 RPM for approximately one hour without exception.

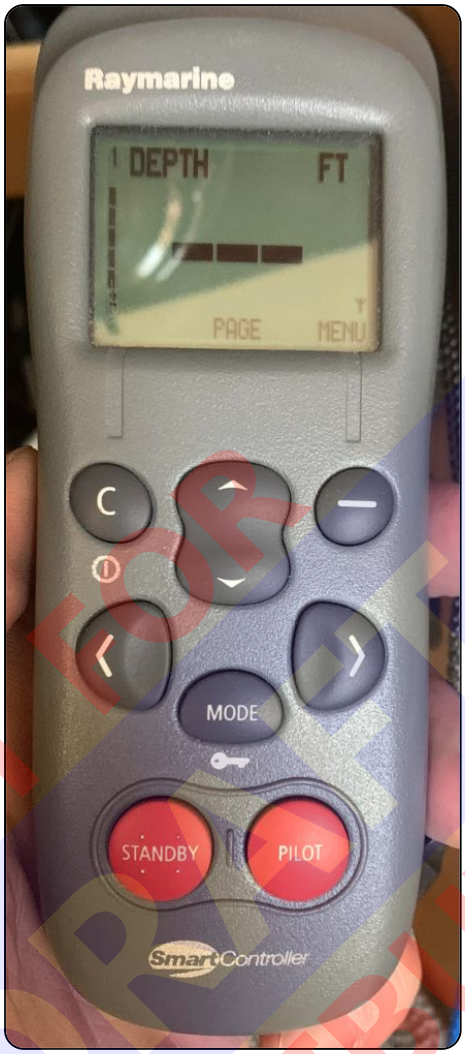
SAILING TEST

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

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

Raymarine Evolution autopilot with ACU-400 Actuator Control Unit. Demonstrated.
The autopilot components and functions were demonstrated during the trial run.

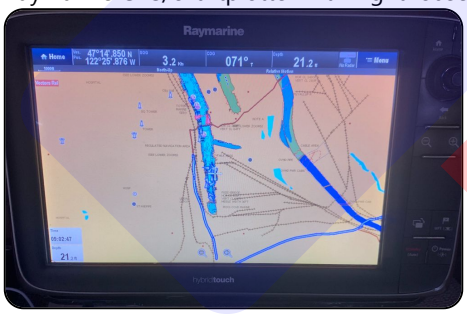


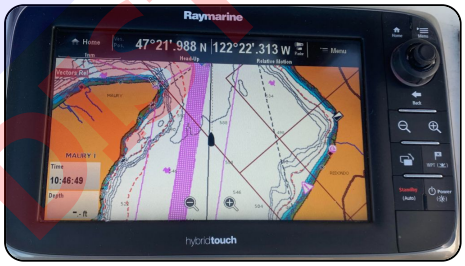
COMPASSES

Plastimo Mini Contest. Found adequate.

GPS CHARTPLOTTER

Raymarine GPS/chartplotter with Lighthouse 17 software. Demonstrated.





MULTI-INSTRUMENTS

Raymarine speed/depth/temperature display. Powered up. The depth and sea temperature display were demonstrated.

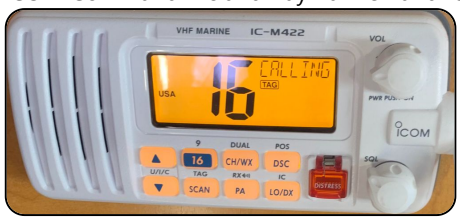
AIS (AUTO IDENTIFICATION SYSTEM)

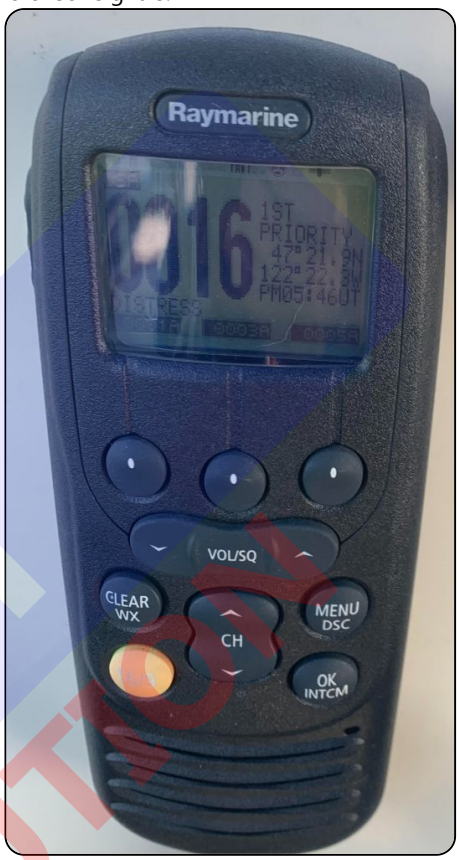
Raymarine AIS650 Class B transceiver. Demonstrated.

VHF RADIOS

Icom IC-M422 VHF radio. Transmitted/received radio check signals.

iCOM CommandMic and Raymarine handhelds/remotes at helm. Transmitted/received radio check signals.



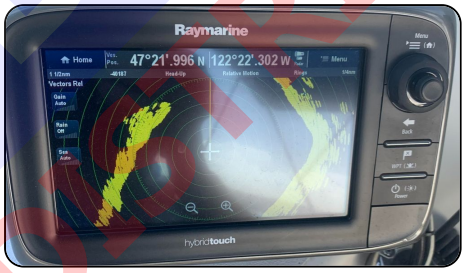


ANTENNAS

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

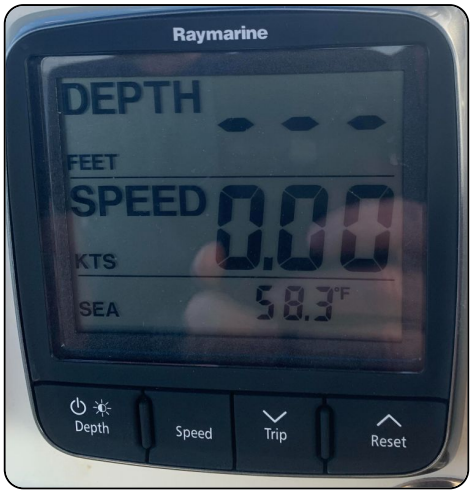
MARINE RADAR

Raymarine 4kw 18" Digital Radome



SPEED DISPLAY

The Raymarine integrated speed display did not produce an accurate reading (0.00).



WIND INSTRUMENT

Raymarine wind gauge. Demonstrated.

Note: The True wind speed did not display a reading. It may be integral to the Raymarine speed display.

BAROMETER

Weems & Plath barometer. Appeared adequate.

THERMOMETER

Weems & Plath thermometer/hygrometer. Appeared adequate.

SHIP'S CLOCK

Weems & Plath clock. Powered up.

LOUD HAILER

Hailer is integrated into Garmin handheld VHF. Demonstrated.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: three (3) AGM batteries.

Start: two (2) 12v AGM Group 27 900 MCA batteries.

Finding B-3

The batteries were not contained within acid-proof trays.

Recommendation

Install acid-proof trays for the batteries in accordance with ABYC standards, as necessary.

BATTERY MONITOR

Belmar Smartgauge Battery Monitor. Powered up.

BATTERY SWITCHES

One (1) rotary Blue Sea Systems ON/OFF switch.

BATTERY PARALLEL SWITCHING

A battery parallel button was installed at the navigation station.

BATTERY ISOLATORS

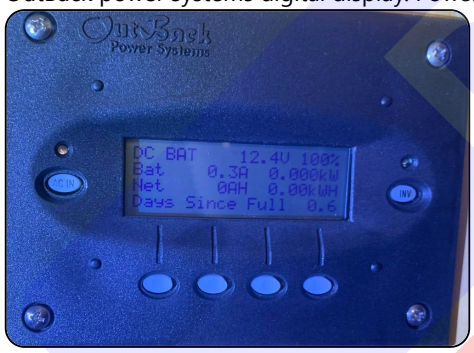
Battery isolator rotary switch located at the navigation station. Demonstrated.

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

OutBack power systems digital display. Powered up.

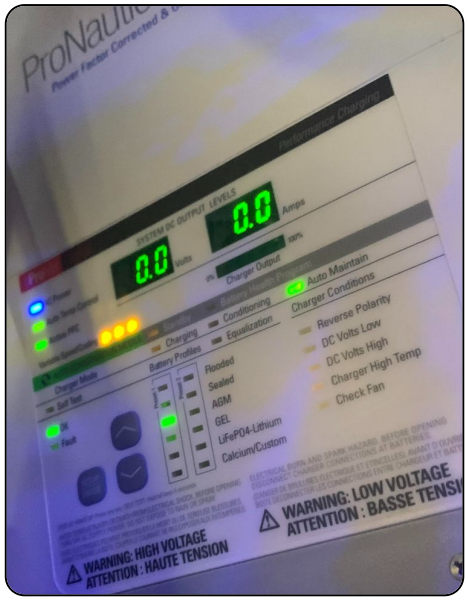


BATTERY CHARGERS

ProMariner ProNautic 12/60 P. Powered up.

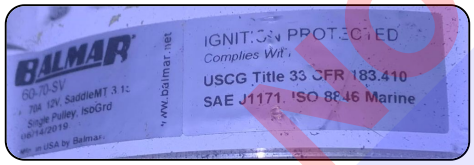
OutBack power systems.

Balmar Max Charge MC-614 regulators and Balmar Duo Charge.



MAIN ENGINE ALTERNATORS

Two (2) Balmar 12v 70a 60-70-SV's.



DC POWER OUTLETS

5 volt USB jacks and 12 volt outlets were located throughout the vessel (tested with 4.93-5.05 volts and tested with 12.8 volts, respectively).

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

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

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

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

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

120 volts, 30 amp.

AC SHORE POWER INLETS

One (1) SmartPlug 30A 125V inlet.

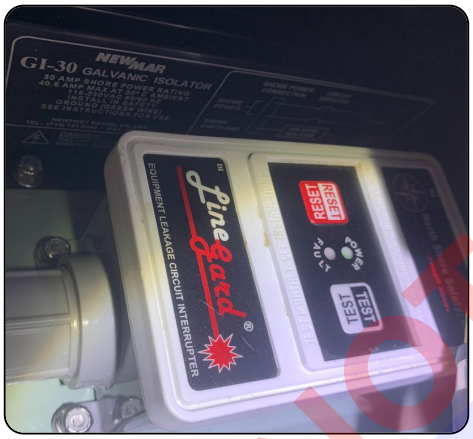
AC ELECTRICAL PANEL BREAKERS

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual sliding 'make-or-break' switch for Shore power and Inverter.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

NewMar GI-30 30a with dual LineGard.



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.

BONDING SYSTEM

SYSTEM

Non-current carrying grounding wire.

CONDUCTORS

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

CONDITION

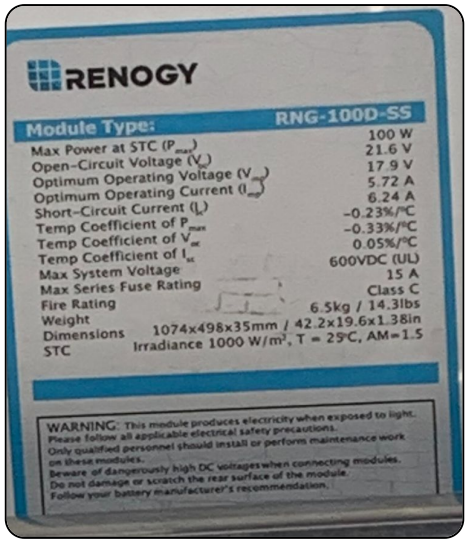
Thru hull fittings and metals terminated.

GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

SOLAR POWER SYSTEM

Five (5) Renology 100w solar panels.



WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL
Bladders.

NUMBER OF FRESHWATER TANKS
Two (2)

WATER TANKAGE CAPACITY
Reportedly, 27 gallons each.

WATER TANKAGE SECURING
The water tank appeared to be well secured where sighted.

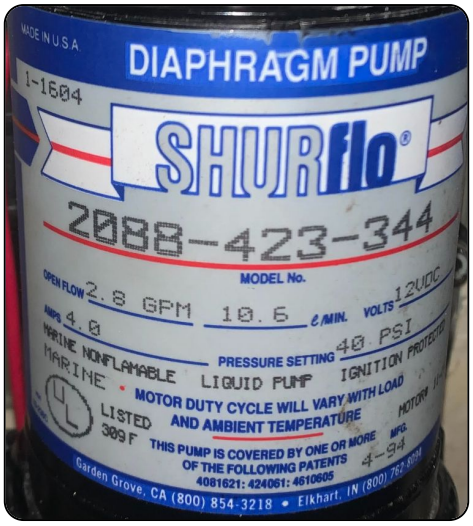
WATER TANKAGE LOCATION
Port & starboard forward hulls.

WATER FILL LOCATION
Starboard forward deck.

WATER FILL MARKING
Properly marked for water.
Note: The emergency tiller access fittings were marked for water.

FRESHWATER TANKAGE VENTILATION
Not determined (recommend verifying appropriate tank ventilation).

FRESHWATER PUMPS
Shurflo 12VDC freshwater pump. Demonstrated.



FRESHWATER FILTRATION

The freshwater TDS (Total Dissolved Solids) at the galley sink spigot was tested at 40 PPM (Parts Per Million).

The World Health Organization recommends that drinking water with TDS below 300 ppm is desirable, under 500 ppm is acceptable, and above 1000 is not safe for human consumption.

FRESHWATER PIPE/HOSE PLUMBING

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

Hot Water System

WATER HEATER

Isotemp water heater.

WATER HEATER TYPE

Marine grade 120 volt.

WATER HEATER CAPACITY

6 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

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 28 gallons polyethylene.

BLACKWATER TANKAGE VENTILATION

The blackwater tank's vent fitting was plumbed overboard at the starboard hull side below the discharge fitting.

BLACKWATER SYSTEM DISCHARGE

Starboard forward deck pump out fitting and gravity overboard discharge.

HEAD/BLACKWATER SYSTEM COMMENTS

The port side head discharges directly overboard.

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT

Two (2) berths in the aft hulls and one (1) convertible main cabin settee.

HEAD ARRANGEMENT

Two (2) jabsco manually operated 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.

CABIN SOLE FOUNDATION

Gelcoated fiberglass cabin sole.

WATER INTRUSION COMMENTS

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

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested.

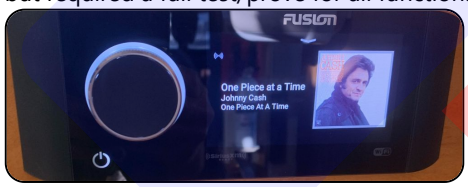
CABIN HEATING SYSTEM

Espar hydronic diesel air heater. Demonstrated.
Webasto 10 diesel hydronic air heater. Demonstrated.
Dickson marine solid fuel heater. Not demonstrated.

Audio/Visual Equipment

STEREO SYSTEM

Fusion Apollo RA770 and MS-ERX400 with Fusion MS-AB206 subwoofer, JBL MX280/4 amplifier. The audio components powered up but required a full test/prove for all functionality.



Galley Equipment

MICROWAVE OVEN

Samsung 120VAC 60Hz. Powered up.

Model MC12J8035CT.

STOVE

Eno triple burner stainless steel LPG stove. Demonstrated.

GALLEY SINK

The single-basin galley sink was properly fit where sighted and the faucet fixture was operational.

Finding B-4

The sink drain was directly overboard vertically, with no shutoff valve.

Recommendation

Install a valve to allow the sink drain to close to prevent water backflow into the sink.

REFRIGERATION

Drop-in counter cooler.

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)

Two (2) type ABC-I 2.5 lb. dry chemical hand-held fire extinguishers were located in the main cabin.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were handheld incendiary flares.

Two (2) C-light electronic strobe lights. Demonstrated.

SOUND PRODUCING DEVICES (33 CFR 83)

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

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)

None sighted. Required in U.S. waters.

Finding B-5

An "Oil Discharge Prohibited" placard was not observed onboard.

Recommendation

Display the approved placards to comply with USCG regulations. Fine for non-compliance.

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

None sighted. Required in U.S. waters.

Finding B-6

A 'Garbage Disposal Rules' placard was not observed onboard.

Recommendation

Display approved pollution placard to comply with USCG regulations for trash dumping and plan (CFR 151.59). Required on vessels over 26' in length. Fine for non-compliance.

"CO" WARNING

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

Finding B-7

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

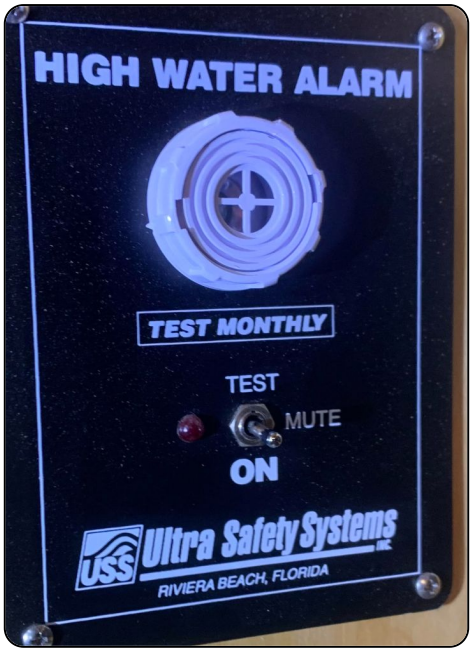
Recommendation

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

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

Ultra Safety Systems. Test sounded at the test switch.



LIFE RAFTS

Viking RescYou 4 UKSL with Hammar hydrostatic release.
Hydrostatic release expiration date: appeared to be 2013.

E.P.I.R.B.

ACR Electronics Global-Fix Pro EPIRB.
Beacon ID: 2DCC6 A8952 FFBFF.
Expiration: April 16, 2027.

MAN OVERBOARD SYSTEM (MOB)

Lifesling M.O.B. Rescue Sling.

FIRST AID SUPPLIES

None sighted. Highly recommended.

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

First Alert "OneLink" carbon monoxide/smoke detectors. Test sounded.

SEARCHLIGHT

Waypoint handheld searchlight.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

Two (2) 12VDC automatic Rule 3700 gph in engine compartments.
Two (2) 12VDC automatic Rule 2000 gph in mid-bilges.
All pumps had ULTRA bilge Pump-Switches and powered up manually from their remote switches.

MANUAL BILGE PUMPING SYSTEMS

A manually operated hand bilge pump was located at the helm. Note: the plumbing was disconnected.

Finding B-8

The manual bilge plumb manifold hoses were disconnected.

Recommendation

Install the manual bilge pump's manifold hoses for quick emergency bilge pumping.

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

Two (2) tanks in the centerline aft deck LPG locker.

GAS TANKAGE SPACE VENTILATION

Appeared adequate (keep drainage hole clear).

GAS SHUT-OFFS

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

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines where sighted.

GAS REGULATOR

A gas regulator was installed inline at the tanks.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tanks.

GAS LEAK TEST

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

LPG GAS FUME DETECTORS

None sighed. Highly recommended.

GAS SYSTEM COMMENTS (ABYC A-1)

The LPG system has a dedicated line to a gas line dual manifold to the stove and to the oven.

LPG manifold

Finding B-9

The LPG appliances were not equipped with dedicated supply lines.

Recommendation

Install dedicated supply lines for the LPG appliances in accordance with ABYC A-1 standards, as necessary.

The Findings & Recommendations section is only one section of the "XXXXXXX" 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 **Handrails**

The port side swim step handrail was loose.

Recommendation

Tighten the nuts of the swim step handrail on the inside hull.

Finding B-2 **Considerations**

An anchor windlass backing plate bolts' nut was missing a washer.

Recommendation

Install a washer at the backing nut.

Finding B-3 **Batteries**

The batteries were not contained within acid-proof trays.

Recommendation

Install acid-proof trays for the batteries in accordance with ABYC standards, as necessary.

Finding B-4 **Galley Sink**

The sink drain was directly overboard vertically, with no shutoff valve.

Recommendation

Install a valve to allow the sink drain to close to prevent water backflow into the sink.

Finding B-5 **"No Oil Discharge" Placard (33 CFR 151/155)**

An "Oil Discharge Prohibited" placard was not observed onboard.

Recommendation

Display the approved placards to comply with USCG regulations. Fine for non-compliance.

Finding B-6 **"Trash Disposal" Placard (33 CFR 151/155)**

A 'Garbage Disposal Rules' placard was not observed onboard.

Recommendation

Display approved pollution placard to comply with USCG regulations for trash dumping and plan (CFR 151.59). Required on vessels over 26' in length. Fine for non-compliance.

Finding B-7 **"CO" Warning**

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

Recommendation

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

Finding B-8 **Manual Bilge Pumping Systems**

The manual bilge plumb manifold hoses were disconnected.

Recommendation

Install the manual bilge pump's manifold hoses for quick emergency bilge pumping.

Finding B-9 **Gas System Comments (ABYC A-1)**

The LPG appliances were not equipped with dedicated supply lines.

Recommendation

Install dedicated supply lines for the LPG appliances in accordance with ABYC A-1 standards, as necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Boarding Swim Ladder**

The swim step ladder appeared to chafe the hull gelcoat.

Recommendation

Recommend adding chafe gear (tubing) to the swim step ladder at the hull.

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

Very few similar makes and models were able to be compared with. The BUCValuPro data was primarily used for the fair market valuation.

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

Solaris Sunrise 36

Length: 36' Beam: 15.10' Draft: 2.10'
Year: 2004
Type: cruiser
Hull: fiberglass catamaran
Engine: 2 diesel inboard
Location: Finike Marina, Outside United States
Asking: $90,135

Sailboat Added 06-Mar-2023 More Details

Solaris Sunrise

Length: 36' Beam: 15'10' Draft: 2'
Year: 1989
Type: cruiser
Hull: fiberglass monohull
Engine: 2 diesel inboard
Location: Kemah League City Seabrook, Texas
Asking: $72,500

Sailboat Added 30-Sep-2017 More Details

Solaris Sunstream

Length: 40' Beam: 16.6' Draft: 4'
Year: 1987
Type: other
Hull: fiberglass catamaran
Engine: 2 diesel inboard
Location: Fortr Lauderdale, Florida
Asking: $135,000

Sailboat Added 25-Jun-2012 More Details

SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$79,838	Boat Location:	Dartmouth, Devon, GBR
Tax:	Paid	Condition:	Used
Year:	1995	Active:	378 Days
Make:	Solaris	Sold Date:	October 8, 2020
Model:	Sunrise 36	Sale Type:	
Length:	36 ft	Price Source:	Self-Reported
Engines:			
Name:	Dazzler		

Listed Price:	$116,431	Boat Location:	Hamble, Hampshire, GBR
Tax:	Paid	Condition:	Used
Year:	1995	Active:	
Make:	Solaris Catamaran	Sold Date:	July 7, 2009
Model:	Solaris Sunrise Sport Cruising ...	Sale Type:	
Length:	36 ft	Price Source:	Self-Reported
Engine:			
Name:			

ADDITIONAL REFERENCES

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

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

October 10, 2025

SOLARIS YACHTS, SOUTHAMPTON, ENGLAND (MIC: SLY)

Model Year	1993	Hull Material	Fiberglass Sandwich
Model	SUNRISE 36	Hull Configuration	Catamaran
Length Overall	36'	Draft	2' 10"
Length On Deck		Beam	15' 10"
Boat Type	Sailboat - Aft Cockpit | Sloop Rig	Weight	13250 lbs.
Engine Type	Sail Drive Twin 18D Yanmar	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	$76,600-$84,100 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$90,100-$99,000
Unadjusted Replacement Value	$321,500

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

The vessel fairs well when compared to other similar makes and models due to her upgraded navigation and electronic components.

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:

$90,500 per BUCValuPro™
Ninety Thousand, Five Hundred US Dollars (USD)

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

$321,500 per BUCValuPro™
Three Hundred Twenty-One Thousand, Five Hundred US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXXX", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on October 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.

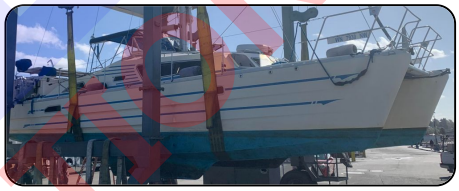
This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

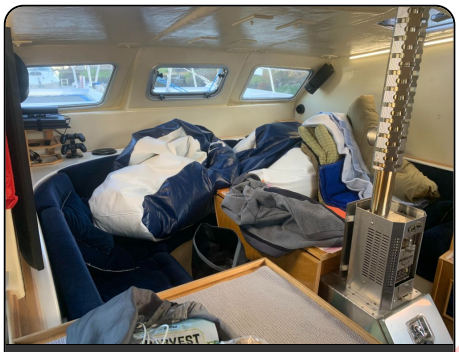
This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

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

Signed and submitted on: October 9, 2025

PHOTO LIBRARY

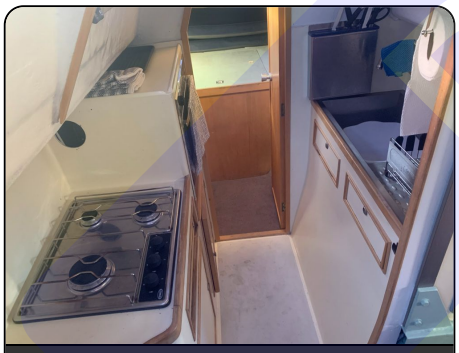




Main Cabin

Starboard aft berth

Port aft berth



Galley

Starboard head

Port head