VdV Marine Survey

1999 57' Bayliner 5788

"XXXXXXX"

Van der Vliet Marine, LLC
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Condition & Value Report of Marine Survey

Of the Vessel

"XXXXXXX"

1999 57' Bayliner 5788

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXX

Date Of Survey: October 16, 2025
Report Submitted On: October 17, 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 1999 57' Bayliner 5788 "XXXXXXX" on October 16, 2025 to conduct an insurance/underwriting marine survey which should not be considered to be a comprehensive pre-purchase survey as only equipment deemed critical to the safe operation of the vessel was powered up where possible.

59F, sunny. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number BLBAXXXXI899 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 trial run was not requested or performed and the vessel was not hauled for inspection of the exterior wetted surfaces and running gear.

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 Condition & Value 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**" or "**B**" 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.

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.

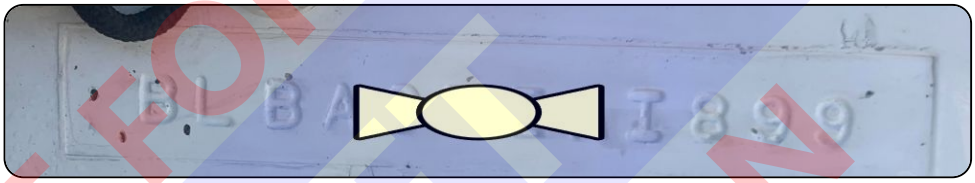
GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-3001
TYPE OF SURVEY REQUESTED	Condition & Value Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on October 16, 2025 from 9am - 2:30pm.
LOCATION OF SURVEY INSPECTION	Hylebose Marina, Tacoma, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client XXXXXXXXX.
VESSEL OWNER	Rick Jacobson

General Vessel Information

VESSEL BUILDER	Bayliner Marine Corp.
HIN (HULL IDENTIFICATION NUMBER)	BLBAXXXXI899



MODEL YEAR	1999 (per Hull Identification Number)
YEAR BUILT	1998 (per Hull Identification Number)
DOCUMENTED HAILING PORT	Tacoma, WA
HAILING PORT DISPLAYED	Tacoma, WA
U.S.C.G. DOCUMENTATION NUMBER	XXXXXX (a current U.S.C.G document was onboard)
STATE REGISTRATION NUMBER	WNXXXXXX (the affixed decal was current)
STATE REGISTERED VESSEL OWNER	XXXXXXXXXX
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	59' 4" (per owner's manual).
REGISTERED LENGTH	56.8' (per U.S.C.G. Documentation)
BEAM	17' 2" (per owner's manual).
REGISTERED BEAM	17.2' (per U.S.C.G. Documentation)
DRAFT	4' 11" (per owner's manual).
OVERHEAD CLEARANCE	19' 7" (per owner's manual).
DEPTH	9.1' (per U.S.C.G. Documentation)
GROSS TONNAGE	15 GRT (per U.S.C.G. Documentation)
NET TONNAGE	47 NRT
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$417,500 per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$2,190,000 per BUCValuPro™**

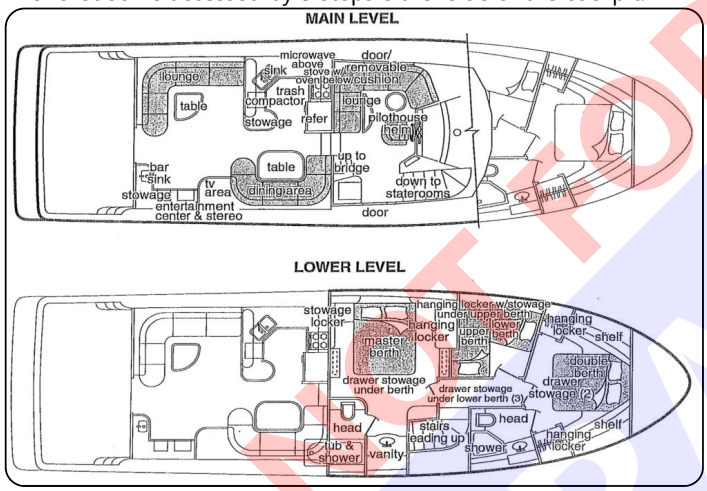
VESSEL LAYOUT

LAYOUT OVERVIEW

The forward stateroom has an island double berth, dual escape hatches, two (2) opening portlights either side, access to port enclosed head, and leads aft to a stairway or the starboard guest cabin. The guest cabin has two (2) bunk berths, opening portlight, storage, and hanging locker. Steps lead aft and down to the primary stateroom with island queen berth, closets either side and storage all around and below, cabinets, vanity with sink, and enclosed head with stall shower. A starboard circular stairway from the common walkway leads up to the pilothouse. The pilothouse has centerline helm station, port L-shaped settee with table, starboard opening door to the side deck, cabinet, and aft steps up to the flybridge or down to the main salon. The main salon has U-shaped settee and table to starboard followed by an electric fireplace heater and bar counter with sink and refrigerator aft. To port is the U-shaped galley followed by an L-shaped settee sofa and table.

The aft salon sliding door leads to the cockpit. The engine room is accessed under the aft flybridge stairs and from the starboard cockpit. The flybridge has centerline forward helm station, crew seating throughout, and a bar/sink with refrigerator.

The foredeck is accessed by 3 steps either side of the cockpit.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Modified Deep-V with semi-flared bow.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoated hull with blue boot stripe.

GENERAL EXTERIOR CONDITION

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

TRANSOM

Reportedly, sandwich cored transom with port and starboard transom FRP gates. The transom gates moved freely and both were able to be secured in the open and closed positions.

BULKHEADS

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

STRINGERS/TRANSVERSALS

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

BILGES

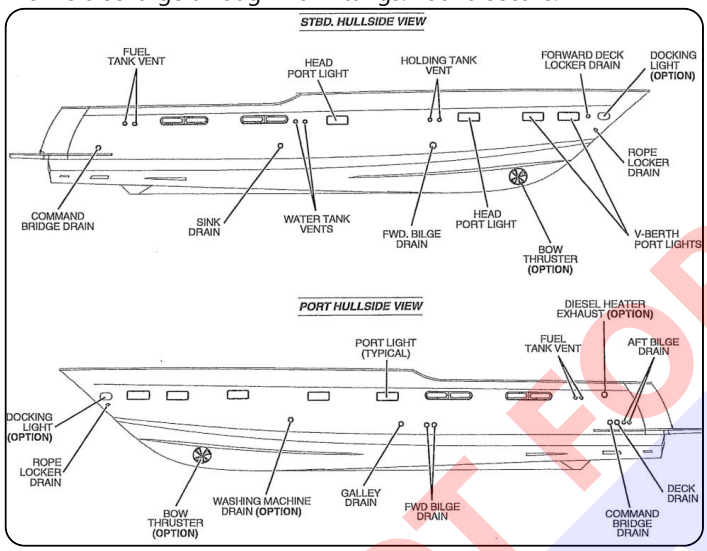
A coated surface was used in the bilges. No significant water was collected in the bilges during the survey.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

THROUGH-HULL DISCHARGE FITTINGS

Bronze discharge through-hull fittings. Found secure.



CHAIN LOCKER DRAINAGE

Overboard at the port and starboard lower bow.

BILGE LIMBER HOLES

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

SWIM PLATFORM

Cored fiberglass swim platform. Appeared fit for intended use.

BOARDING SWIM LADDER

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

VESSEL LIST

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

MOISTURE COMMENTS

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

CONSIDERATIONS

Amended: A discontinued-use exhaust port just aft of the diesel heater exhaust port on the port aft hull **approximately 4' above the waterline** was not capped properly.

Discontinued-use exhaust port.

Finding B-1

Amended: A discontinued-use exhaust port just aft of the diesel heater exhaust port on the port aft hull **approximately 4' above the waterline** was sighted capped with plastic under vinyl tape.

Recommendation

Properly cap exhaust port or remove and plug with FRP (fiber reinforced plastic), and refinish, as necessary.

Deck Arrangement

DECK MATERIAL

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

PHENOLIC TESTING

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

TOE-RAILS

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

RUB-RAILS

Black plastic composite compression rail with stainless steel striker strip. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail or missing striker screws were sighted.

See Note.

Rust staining from swim step rub-rail fasteners

Finding B-2

The swim step rub-rail fasteners were sighted with internal rust staining in the lazarette.

Recommendation

At next haul out, recommend replacing swim step rub-rail fasteners.

HULL-TO-DECK JOINT TYPE

Structurally sound, where sighted.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

Reportedly, 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.

Bridge Arrangement

BRIDGE MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic). Structurally sound, where sighted.

BRIDGE TYPE

The flybridge provided a helm station and crew seating areas with molded aft deck overhang.

BRIDGE TOP

The flybridge bimini enclosure was black Sunbrella type fabric material with window enclosures and stainless steel support piping. Found secure.

BIMINI TOP

Full enclosure black Sunbrella type fabric with stainless steel support piping and window enclosure curtains. Found secure.

RADAR ARCH

Gelcoated fiberglass radar arch. Found secure.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

BOATHOOK

Aluminum telescoping boathook observed onboard. Appeared serviceable.

BBQ GRILL

Magma flybridge railing-mounted LPG cannister grill. Not demonstrated.

BOARDING STAIRS/BOARDING LADDER

Stainless steel boarding ladder sighted in lazarette and attachment hardware installed on either midship side deck. Appeared fit for intended use.

DECK RAILINGS

Stainless steel side deck railings with vinyl sheathed cables ran from the forward cockpit around the forward perimeter of the vessel. The railing stanchion mounts were found to be secure when moved by hand.

SAFETY RAILING

Stainless steel railings were installed around the aft flybridge boat-deck perimeter. The railing mounts were found to be secure.

HANDRAILS

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

CABIN VENTILATION

Provided by the foredeck hatches, the opening portlights, and the main cabin sliding windows and cabin doors.

GENERAL CAULKING/SEALANT CONDITION

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

CLEATS

Cleats throughout the vessel were 12" stainless steel horn type with stainless steel folding cleats at swim platform. The cleats were found to be secure.

DAVIT/CRANE

Olsson 800lb. capacity electric winch davit system. Powered up.

DECK HATCHES

The foredeck hatches were operational and fit for use with no significant UV crazing in the hatch glasses.
The flybridge helm station starboard sliding pilothouse access hatch was operational and fit for intended use.

EXTERIOR DECK ACCESS HATCHES

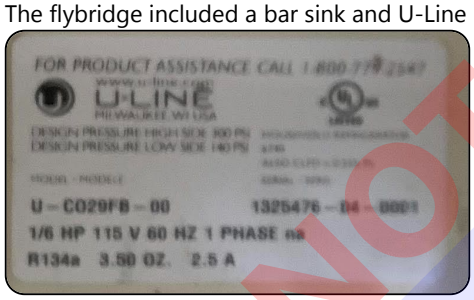
Cored fiberglass deck hatches. All deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

Self-bailing deck drains were plumbed at the port & starboard aft cockpit and port & starboard aft flybridge. The drains were clear and unobstructed where sighted.

EXTERIOR BRIDGE EQUIPMENT

The flybridge included a bar sink and U-Line refrigerator/freezer. Demonstrated.



EXTERIOR DOORS

The three (3) cabin doors were found operational and fit for intended use.

EXTERIOR SEATING

Flybridge helm chair and crew seating with vinyl and fabric cushions. Appeared serviceable.

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 EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were in excellent condition.

GENERAL HARDWARE CONDITION

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

INSPECTION PLATES

Plastic opening inspection plates. Found operational and secure.

LINE HAWSE PIPES

Line guide hawse pipes were installed at the port & starboard upper hull sides at the bow. The line hawse pipes were securely fit where sighted.

MOORING LINES

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

PORTHOLES/PORTLIGHTS

Four (4) Bomar opening portlights in the forward stateroom . The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

Note: Slight salt residue on the aft, port, aft portlight dog. No sign of water intrusion.

SPRAY-SHIELD

Tempered glass flybridge spray-shield. Appeared serviceable.

EXTERIOR WASHDOWNS

Raw water washdown in chain locker (required test/prove) and freshwater washdown in port transom wing locker (required test/prove).

WINDOWS

The vessel's windows were well fit with no chips or cracks observed. Remote controlled window shades (demonstrated).

WINDSHIELD

Pilothouse: Five (5) tempered glass windshields with three (3) windshield wiper/washers. Not demonstrated due to excessive dust from foredeck cleaning during survey.

Flybridge: three (3) tempered glass windshields with one (1) windshield wiper/washer.

Ground Tackle

ANCHORS

Stainless steel plow anchor. The anchor was ready to deploy and its Mantus type swivel was properly secure.

Spare anchor: aluminum Danforth with stranded nylon line.

ANCHOR RODE TYPE

Approximately 5/8" 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.

ANCHOR WINDLASS

Lewmar vertical windlass. Demonstrated.

ANCHOR PLATFORM

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

Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

AB RIB

MODEL YEAR

2019

HIN (HULL IDENTIFICATION NUMBER)

CAN65054G819

ENGINE MODEL

Tohatsu 30

ENGINE SERIAL NUMBER

Not readily accessible.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Twin, MAN Marine Diesels.

Port

Starboard

ENGINE HOURS

Port: 1775 / starboard: 1773 hours were observed on the engine's analog service hour meters.

Port

Starboard

ENGINE SERIAL NUMBERS

Unknown (the data tag was illegible).

ENGINE DISPLAYS

Fuel/Volts/Oil psi/Water Temperature/RPMs. Powered up.

ENGINE ALARM SYSTEM

Test sounded/illuminated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust.

MAIN ENGINE COOLANT LEVEL

The coolant recovery expansion tank's coolant levels were low, but had very long hoses (full) to the header tanks.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

ENGINE DRIVE BELTS

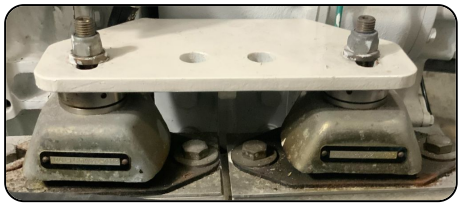
Belt and pulley condition was hindered by belt guards.

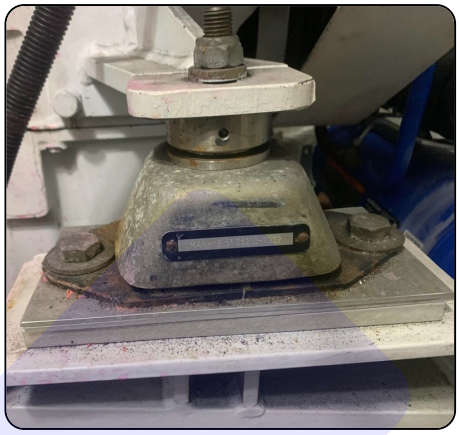
ENGINE SPACE IGNITION PROTECTION

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

ENGINE BED MOTOR MOUNTS

Adjustable captive rubber block type motor mounts on cored fiberglass longitudinal stringers with steel stringer caps. Appeared serviceable.





Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Direct drive.

TRANSMISSIONS/GEARS

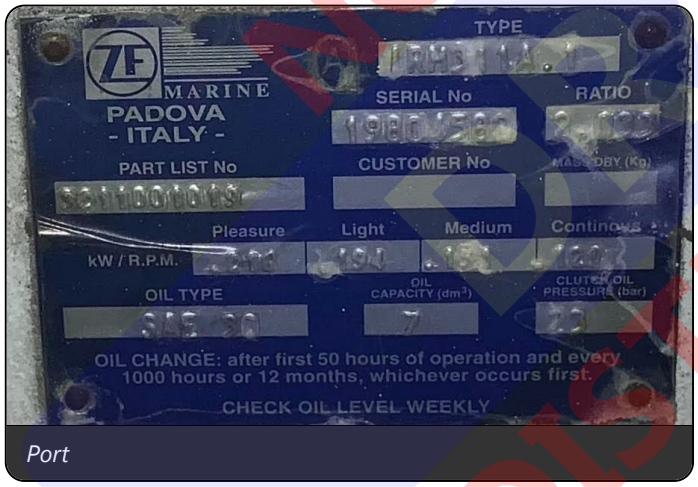
ZF Marine, Padova, Italy.
Port: IRH311A.1
Starboard: IRM311A.1

GEAR RATIO

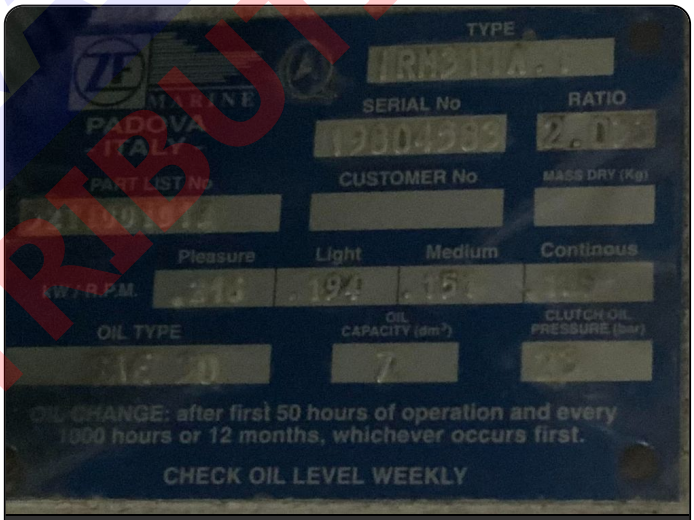
Data tags stated 2.033 : 1.

GEAR SERIAL NUMBERS

Port: 19804582/ starboard: 19804583.



Port



Starboard

HEAT EXCHANGERS

Raw water heat exchangers.

GEAR FLUID LEVEL

Normal levels were observed on the transmission sump dipsticks.

PROPELLER SHAFTS

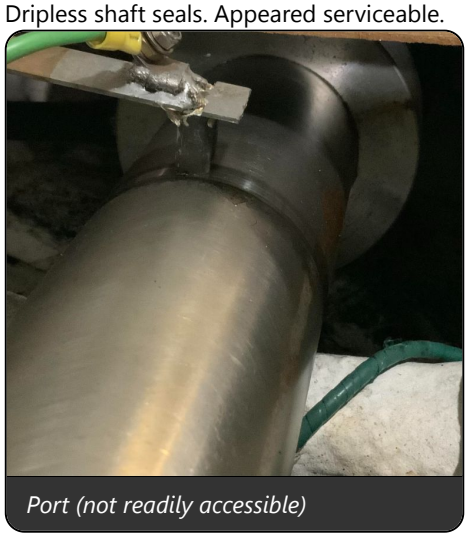
Size: 3". Material: stainless steel. No pitting or corrosion was observed on the shafts.

SHAFT BONDING BRUSHES

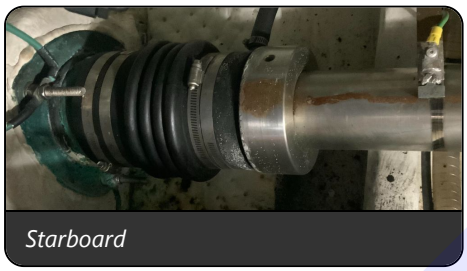
Shaft bonding brushes were installed at each shaft. Appeared serviceable.

PROPELLER SHAFT SEALS

Dripless shaft seals. Appeared serviceable.



Port (not readily accessible)



Starboard

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

Four (4) Lil' Champ blowers. 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. Appeared serviceable.

One (1) properly capped sea-valve sighted.

lubricate, exercise and monitor frequently.

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

See Note.

Lazarette deck drain sea-valve.

Finding B-3

The lazarette centerline deck drain sea-valve was sighted with minor corrosion on the valve-to-elbow connection.

Recommendation

Recommend cleaning the connection, investigating further, and monitoring. Replace the fitting and/or valve, if necessary.

RAW WATER STRAINERS

Bronze alloy with sight glasses. Found clean and free of marine debris.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

5052 Aluminum.

NUMBER OF FUEL TANKS

Two (2)

FUEL TANKAGE CAPACITY

800 gallons (400 gallons each per data tags).

FUEL LEVEL MONITORING

The fuel gauges were located at the upper and lower helm station. Powered up.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were sighted on the fuel tanks. The port tank label was partially obscured.

Starboard

FUEL TANKAGE SECURING

The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION
Port & starboard, outboard in the engine room.

FUEL FILL LOCATION
Port & starboard aft side decks.

FUEL FILL MARKING
The deck fuel fill fittings were clearly marked "Diesel."

FUEL TANK VENTILATION
Port & starboard hull sides below the fuel fills.

FUEL TANKAGE & FUEL FILL GROUNDING
Appeared to be properly grounded where sighted. Recommend verifying grounding.

FUEL FILL HOSE/PIPE
USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines/hoses where sighted.

FUEL SHUT-OFF VALVES
Ball valves were located at the primary fuel filters. The valves moved freely when tested.

MAIN ENGINE PRIMARY FUEL FILTERS
Parker Racor R120P fuel filter/water separators. The bowl was clear and clean and no water was sighted in the bowl.
Note: No heat shields were observed and plastic drain valves were observed at sight bowls (ABYC H-33), but they were approximately 8' aft of the engines and a bulkhead separated them from the generator.

FUEL FILTER CONDITION
The fuel filter bowls were clean and clear where sighted (filter not removed).

FUEL TRANSFER SYSTEM
Fuel transfer pt/stbd (required test/prove).

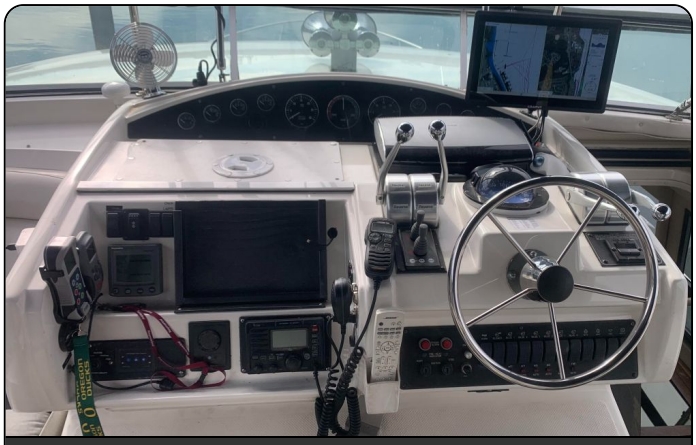
FUEL TANKAGE SPACE IGNITION PROTECTION
Electrical items in the fuel tankage space appeared ignition protected, where sighted.

STEERING SYSTEMS

STEERING SYSTEM TYPE
Hydraulic.

STEERING SYSTEM MANUFACTURER
Hynautic Steering System.

NUMBER OF STEERING STATIONS
Two (2): pilothouse helm station and flybridge helm station. Each of the helm stations were demonstrated.



Flybridge

Pilothouse

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

2.25" diameter stainless steel rudder stocks. No significant corrosion had developed on the rudder stocks.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Bronze upper rudder bearings on cored fiberglass rudder tables. Found secure.

Port

RUDDER LOG PACKING GLANDS

Bronze hex nut type packing glands. No leaks were observed.

THRUSTERS

Sleipner Side Power 24 volt bow and stern thrusters (required test/prove).
See Note.

Bow thruster staining below through-hull penetration

Finding B-4

Staining was sighted below the bow thruster through-hull fitting.

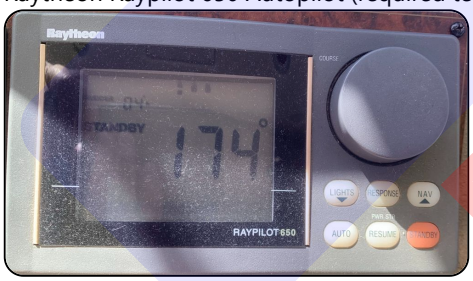
Recommendation

Recommend cleaning staining from bilge, inspecting further, and if necessary, address at next haul-out.

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

Raytheon Raypilot 650 Autopilot (required test/prove). Powered up.



COMPASSES

Two (2) Ritchie 3" magnetic compasses. Appeared adequate.

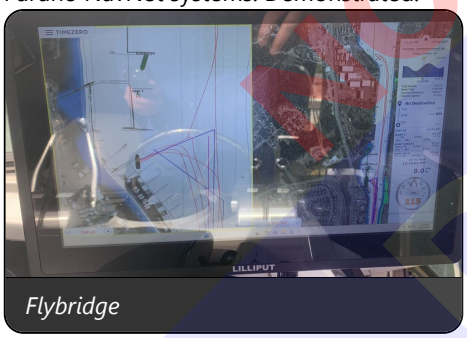
KVH GyroTrac digital magnetic compass.

GPS (GLOBAL POSITIONING SYSTEM)

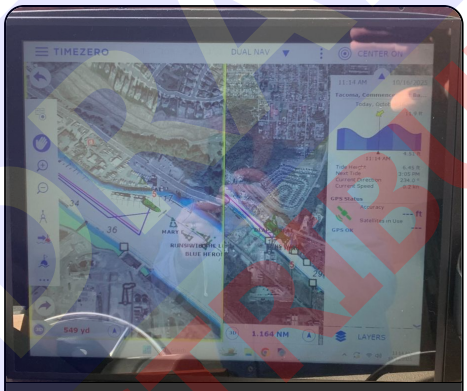
Furuno GPS.

GPS CHARTPLOTTER

Furuno NavNet systems. Demonstrated.



Flybridge



Pilothouse

MULTI-INSTRUMENTS

Raymarine ST60+ Graphic. Powered up (required/test prove).

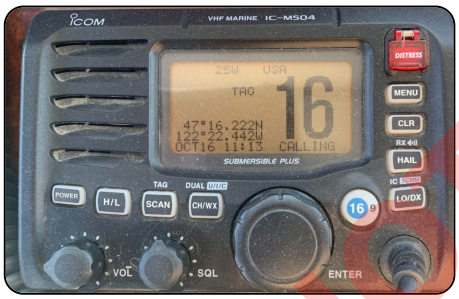
AIS (AUTO IDENTIFICATION SYSTEM)

SI-TEX NMEA2000 AIS transceiver. Powered up.

VHF RADIOS

Two (2) iCOM IC-M504 VHF radios. Transmitted/received radio check signals.

iCOM Commander handheld remote VHF radio. Transmitted/received radio check signals.



ANTENNAS

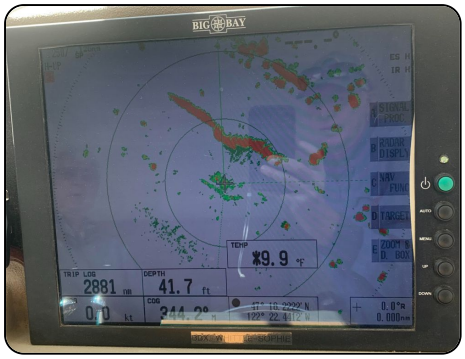
Shakespeare VHF antennas. The antennas appeared to be well mounted. Sighted from deck level only.

Sea Tel radome.

Furuno DGPS antenna unit.

MARINE RADAR

Furuno marine radar with integrated displays. Demonstrated.



RADAR REFLECTOR

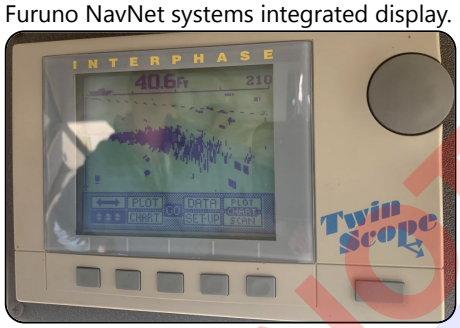
Tubular plastic radar reflector.

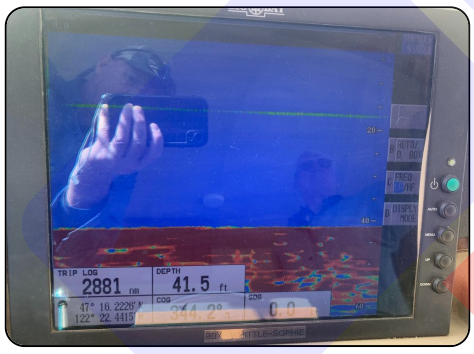
DEPTH DISPLAY

Interphase TwinScope echoscan. Demonstrated.

Two (2) Raymarine ST60+ digital depth display. Demonstrated.

Furuno NavNet systems integrated display. Demonstrated.





WIND INSTRUMENT

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

BAROMETER

West Marine barometer. Appeared adequate.

SHIP'S CLOCK

Quartz ship's clock.

West Marine clock.

SHIP'S BELL

Chromed bronze ship's bell. Demonstrated.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12/24 volt systems.

BATTERIES

House: four (4) Lithium Iron Phosphate 24V 230ah in series with volt meters.

Start: two (2) 12V AGM Group 31 start batteries each motor.

Generator: one (1) 12V AGM Group 31 start battery.

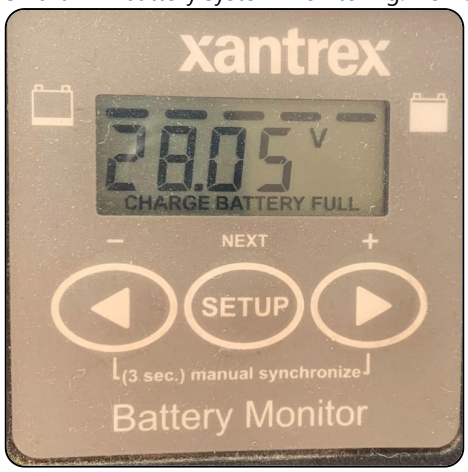
Davit: one (1) 12V AGM Group 31 start battery.

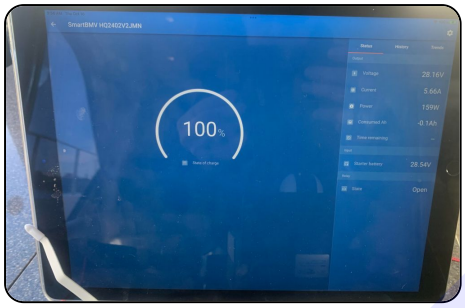
Volt meters for each Lithium house battery.

BATTERY MONITOR

Xantrex battery monitor at pilothouse helm station. Powered up.

SmartBMV battery system monitoring. Demonstrated.





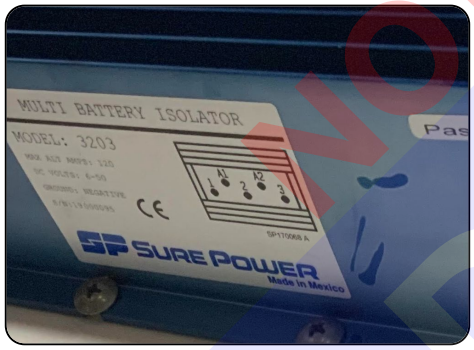
BATTERY SWITCHES

Rotary switches: Port Engine/Bow Thruster, Starboard Engine, House Battery, 12-volt switches in engine room.

BATTERY ISOLATORS

SurePower Multi Battery Isolator.

Model 3203.

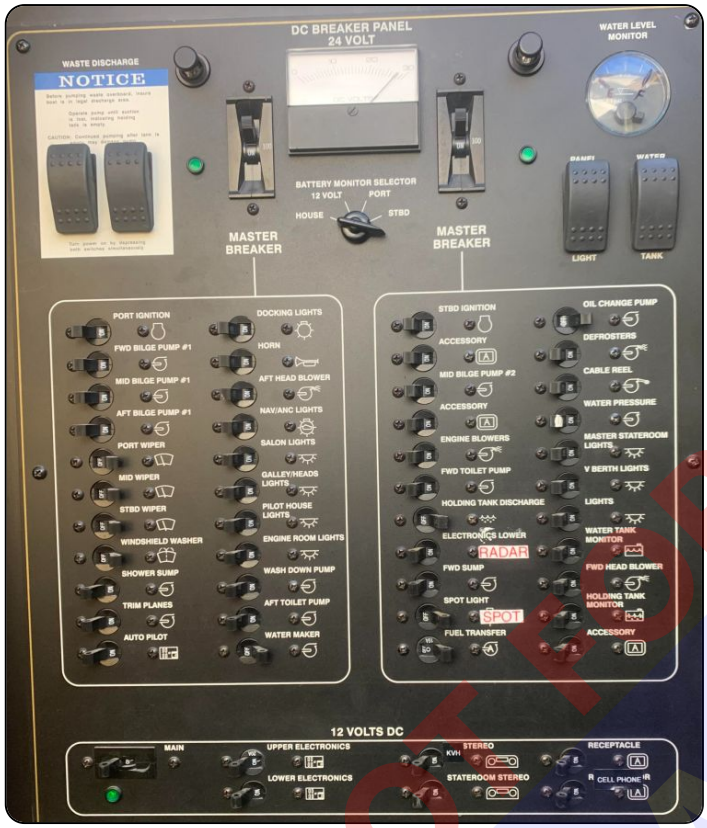


MAIN DC BREAKERS

The main DC breakers were located in the pilothouse's DC electrical panel.

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.

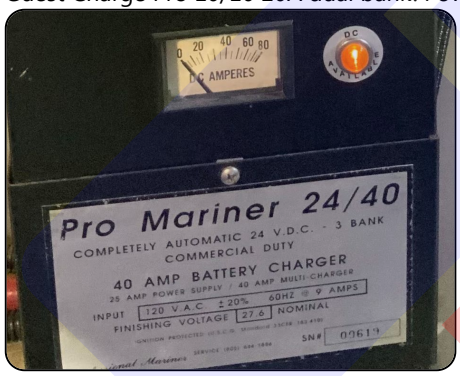


DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage gauge was located in the main DC electrical panel. Demonstrated.

BATTERY CHARGERS

ProMariner 24/40 automatic 24VDC 40A battery charger. Powered up.
MasterVolt Mass 24/100 battery charger. Powered up.
Guest Charge Pro 10/10 20A dual bank. Powered up.



MAIN ENGINE ALTERNATORS

Leece-Neville 24V 75A alternators.

Model 8LHA3071P.

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

120/240 volts AC @ 60Hz. and 120 volts, 30 amp.

AC SHORE POWER INLETS

One (1) Marinco 50A 125V inlet. Demonstrated.

One (1) Marinco 30A 125V inlet.

No burn marks or corrosion sighted. Appeared serviceable.

AC SHORE POWER CORDS

50 amp. vinyl shore power cord. No burn marks or corrosion sighted, and cord appeared serviceable.

CORD REEL

Glendinning. Demonstrated.

MAIN AC SHORE POWER BREAKERS

The main AC breakers were located in the main AC electrical panel.

AC ELECTRICAL PANEL BREAKERS

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

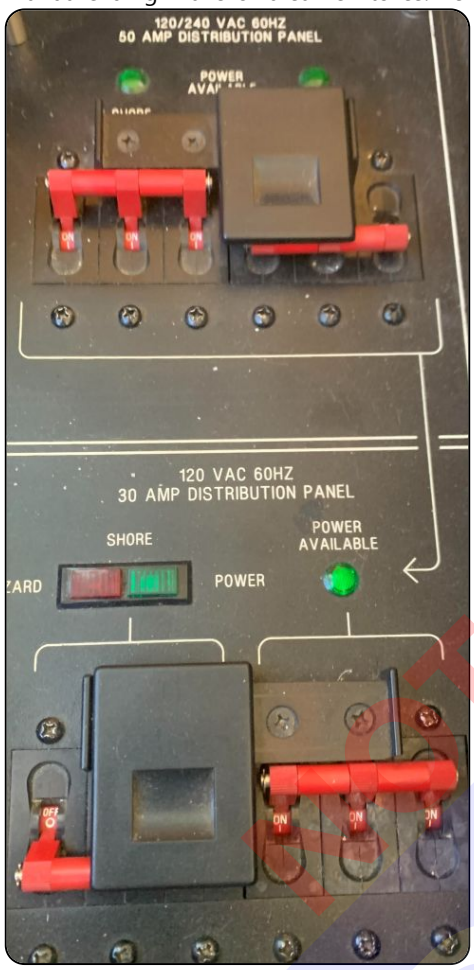
AC ELECTRICAL SYSTEM MONITORS

Red reverse polarity indicator lights were observed at the main AC electrical panel.

Digital AC system monitors were located in the main AC electrical panel. Powered up.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual sliding 'make-or-break' switches. Demonstrated.



AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located. GFCI outlets tripped at their test buttons where sighted.

AC ELECTRICAL OUTLET POLARITY

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

BONDING SYSTEM

SYSTEM

Non-current carrying grounding wire.

CONDUCTORS

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

CONDITION

Thru hull fittings and metals terminated.

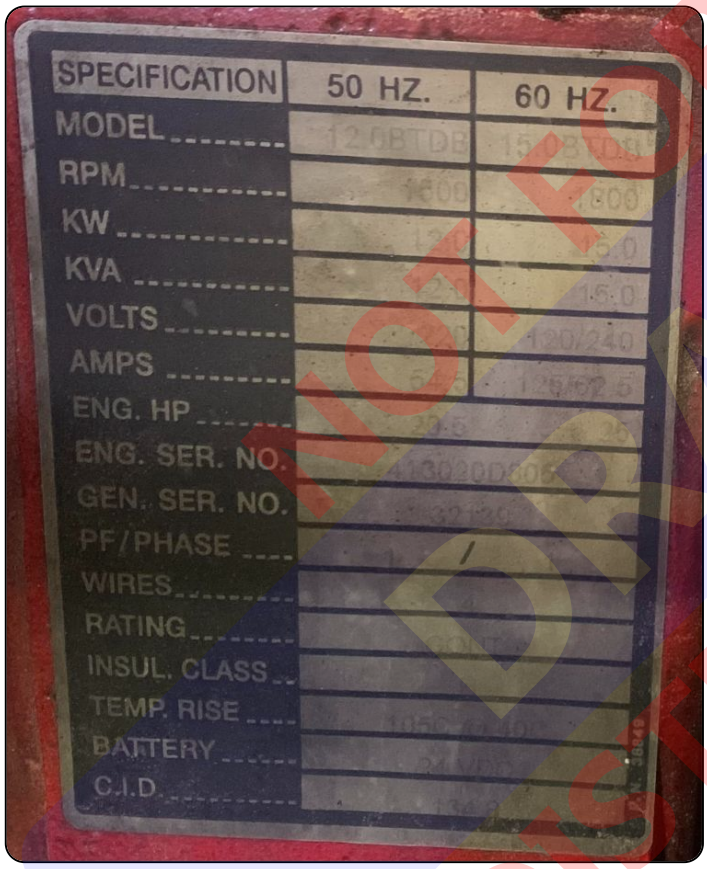
GENERATORS/AUXILIARY POWER

Generators

GENERATOR MODEL

Westerbeke

GENERATOR SPEC



GENERATOR FUEL TYPE

Diesel.

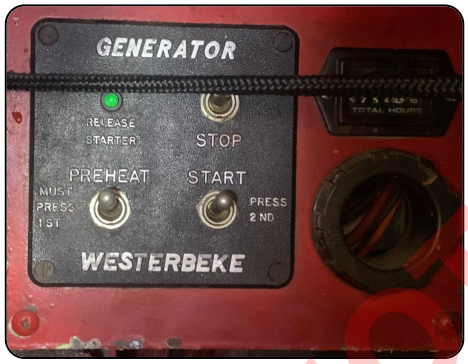
GENERATOR HOURS

5252 hours were observed on the generator mounted hour meter.

GENERATOR SERIAL NUMBERS

Unknown (the data tag was illegible).

GENERATOR INSTRUMENTATION GAUGES



GENERATOR COOLING SYSTEM TYPE

Closed coolant and raw water exhaust type.

GENERATOR COOLANT LEVEL

The generator's coolant recovery expansion tank was nearly empty.

GENERATOR EXHAUST SYSTEM

Raw water cooled with fiberglass water-lift type muffler and Centek Gen-Sep (demonstrated). The generator exhaust system was visually inspected with no deficiencies observed. No iron sulfide corrosion (rust) sighted.

Gen-Sep (eliminates genset water-splash)

Inverters & Other Auxiliary Power

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

1000W 24VDC to 120VAC power Inverter at pilothouse helm station. Powered up.

INVERTER SYSTEM LOCATION & VENTILATION

The inverter system was well secured and its ventilation appeared adequate.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

Unknown due to access.

NUMBER OF FRESHWATER TANKS

Reportedly, two (2).

WATER TANKAGE CAPACITY

Reportedly, 218 gallons.
115 gallons port and 103 gallons starboard (per owner's manual).

WATER TANKAGE SECURING

Unknown due to poor/limited access.

WATER TANKAGE LOCATION

The freshwater tank was not accessible for inspection but appeared to be forward of the engine room bulkhead.

WATER FILL LOCATION

Starboard midship side deck.

WATER FILL MARKING

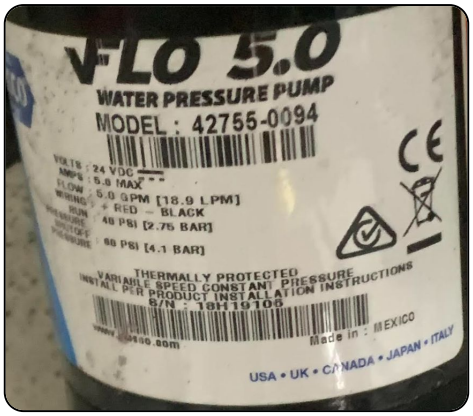
Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Not verified.

FRESHWATER PUMPS

Jabsco Flo 5.0 water pressure pump. The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed.
Model 42755-0094.



FRESHWATER PIPE/HOSE PLUMBING

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

WATER LEVEL MONITORING

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

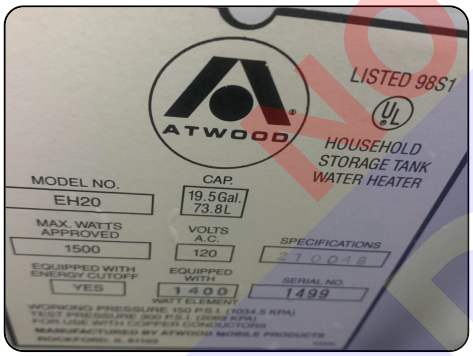
CITY WATER/DOCKSIDE INLET CONNECTION

Dock-side hose connections in the starboard aft cockpit (required test/prove).

Hot Water System

WATER HEATER

Atwood Mobile Products water heater.



WATER HEATER TYPE

Marine grade 120 volt.

WATER HEATER CAPACITY

19.5 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

Water Filtration System

DESALINATION (FRESHWATER MAKING) SYSTEM

Sea Recovery Aquamatic (required test/prove).

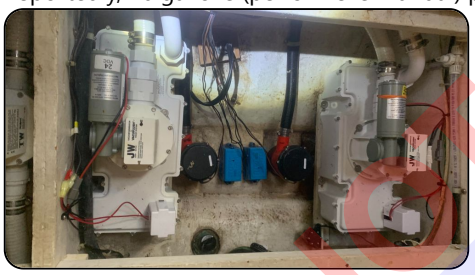
Blackwater System

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, 76 gallons (per owner's manual) polypropylene with TankWatch III level monitor system (powered up).



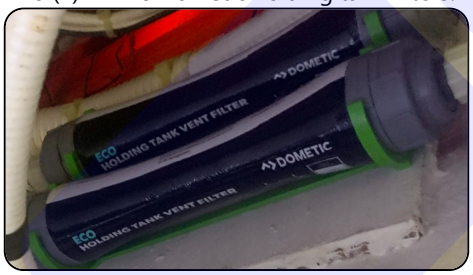
BLACKWATER TANKAGE SECURING

The blackwater tankage appeared to be well secured where sighted.

BLACKWATER TANKAGE VENTILATION

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

Two (2) in-line Dometic holding tank filters.



BLACKWATER SYSTEM DISCHARGE

Jabsco 12VDC Macerator, Whale Gulper 220 and SeaLand waste discharge pump, Y-valve with deck pump-out fitting.

Greywater System

GREYWATER TANKAGE

Individual greywater sump tanks were installed where drain fixtures were located close to or below the waterline (required test/prove).

GREYWATER DISCHARGE SYSTEM

Greywater sump pump, tank and automatic discharge (required test/prove).

PLUMBING FIXTURES

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

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT

Forward cabin with queen berth, guest cabin with dual bunk berths, primary stateroom with queen berth.

HEAD ARRANGEMENT

Vacuflush toilet systems. Demonstrated.

SHOWER ARRANGEMENT

Stall showers in head and primary stateroom. Demonstrated.

INTERIOR BULKHEADS

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

INTERIOR CABINETRY & TRIM

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

INTERIOR STORAGE

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

INTERIOR DOORS

The interior doors opened/closed suitably during the survey.

INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

FLOORING

Carpeting in the salon and cabins.

CABIN SOLE FOUNDATION

Sandwich cored fiberglass cabin sole foundation.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

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

WATER INTRUSION COMMENTS

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

INTERIOR MIRRORS

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

CEILING HEADLINERS

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

Interior Systems & Equipment

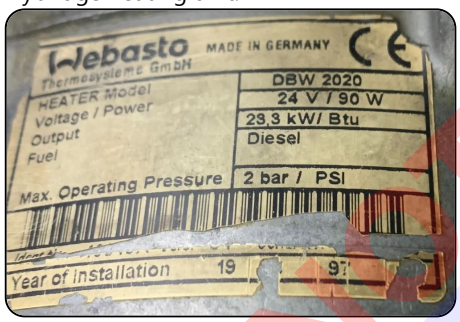
LIGHTING

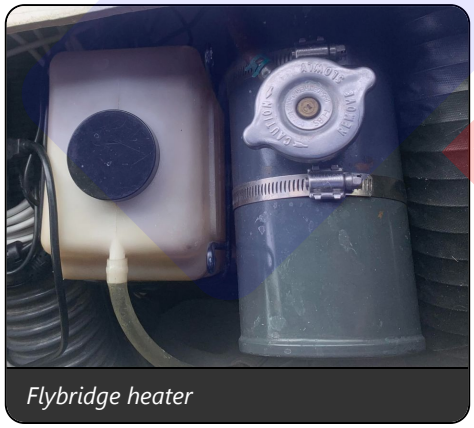
All interior lights illuminated when tested.

CABIN HEATING SYSTEM

24V Webasto Diesel heater with circulation pump, two (2) hose manifolds, and circulation hoses to individually controlled cabin heating units. Demonstrated.

Flybridge heating unit.

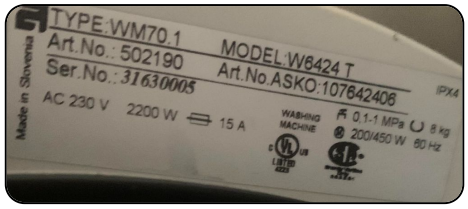


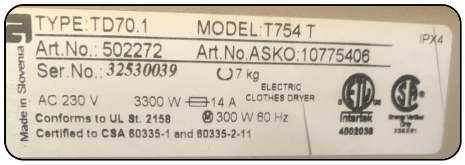


Flybridge heater

LAUNDRY SYSTEMS

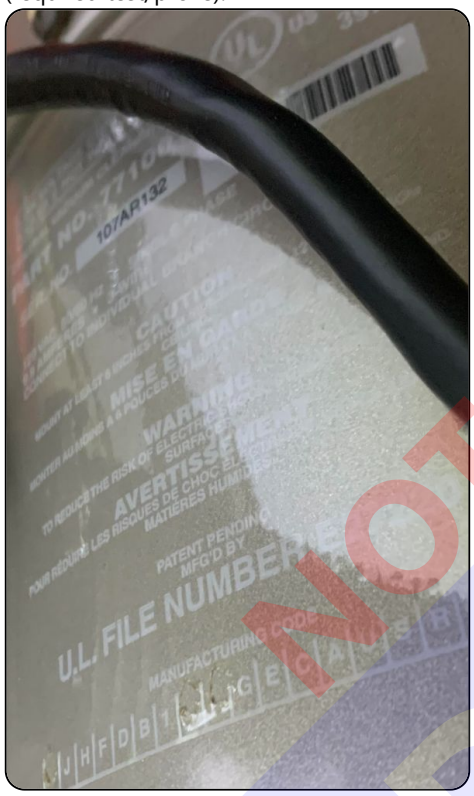
Asko clothes washer and Asko clothes dryer. Powered up (not demonstrated).





VACUUM SYSTEM

(required test/prove).



Audio/Visual Equipment

TELEVISION SYSTEM

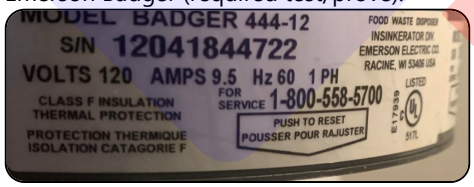
Main salon Bose 46" electric hidden large screen television behind electric fireplace. Demonstrated.

Vizio television in forward cabin.

Galley Equipment

GARBAGE DISPOSAL

Emerson Badger (required test/prove).



MICROWAVE OVEN

Electrolux microwave (required test/prove). Powered up.

STOVE

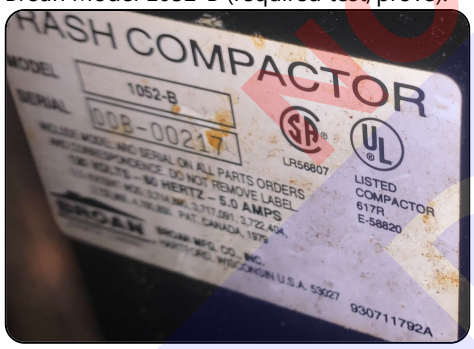
AEG Competence 4-burner electric stove. Demonstrated.

DISHWASHER

Frigidaire Electrolux dishwasher. Powered up (not demonstrated).

TRASH COMPACTOR

Broan Model 1052-B (required test/prove).



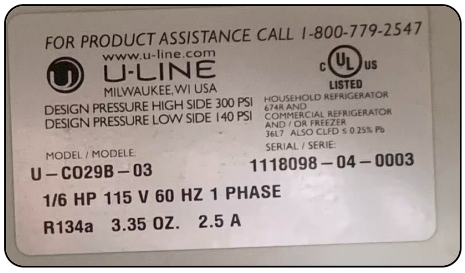
GALLEY SINK

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

REFRIGERATION

LG refrigerator and freezer in galley. Powered up.

U-Line main salon bar refrigerator. Powered up.



SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Eleven (11) type II/III U.S.C.G. approved PFDs.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

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

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. dry chemical handheld fire extinguisher was located in the engine room.

Type ABC-I 5 lb. dry chemical hand-held fire extinguishers were located in the cockpit, pilothouse, and primary stateroom.

Finding B-5

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

Recommendation

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

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells (expired) and battery-operated Daniamant L90 SOS distress light (demonstrated).

SOUND PRODUCING DEVICES (33 CFR 83)

Triple trumpet air horn with compressor and dual trumpet electric air horn. Powered up.

Compressor for air horn

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.

"CO" WARNING

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

Finding B-6

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

FIXED FIRE SUPPRESSION SYSTEM

Halon 1301 fixed fire suppression tank in the machinery space. No current inspection was observed.

Finding B-7

The fixed fire suppression system did not have a current annual inspection tag.

Recommendation

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

BILGE HIGH WATER ALARMS

All four (4) individual red light bilge high water alarms illuminated when tested. Wi-Fi audible bilge high water alarm installed (required test/prove). An emergency engine room high water sensor was sighted in the engine room with a helm audible alarm (required test/prove).

MAN OVERBOARD SYSTEM (MOB)

None sighted. Highly recommended.

FIRST AID SUPPLIES

A first aid kit was observed onboard.

SMOKE DETECTORS (NFPA 302)

CO/Smoke detectors in all accommodation spaces and pilothouse. Test sounded.

SEARCHLIGHT

Two (2) searchlights. The Stryker bow helm-controlled searchlight was demonstrated.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

24VDC 2200 gph in engine room, lazarette, and two (2) in midship bilge.
All of the vessel's bilge pumps were powered up.

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 **Considerations**

Amended: A discontinued-use exhaust port just aft of the diesel heater exhaust port on the port aft hull **approximately 4' above the waterline** was sighted capped with plastic under vinyl tape.

Recommendation

Properly cap exhaust port or remove and plug with FRP (fiber reinforced plastic), and refinish, as necessary.

Finding B-2 **Rub-Rails**

The swim step rub-rail fasteners were sighted with internal rust staining in the lazarette.

Recommendation

At next haul out, recommend replacing swim step rub-rail fasteners.

Finding B-3 **Seacocks/Sea-Valves**

The lazarette centerline deck drain sea-valve was sighted with minor corrosion on the valve-to-elbow connection.

Recommendation

Recommend cleaning the connection, investigating further, and monitoring. Replace the fitting and/or valve, if necessary.

Finding B-4 **Thrusters**

Staining was sighted below the bow thruster through-hull fitting.

Recommendation

Recommend cleaning staining from bilge, inspecting further, and if necessary, address at next haul-out.

Finding B-5 **Fire Extinguishers (33 CFR 175.310)**

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

Recommendation

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

Finding B-6 **"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-7 **Fixed Fire Suppression System**

The fixed fire suppression system did not have a current annual inspection tag.

Recommendation

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

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

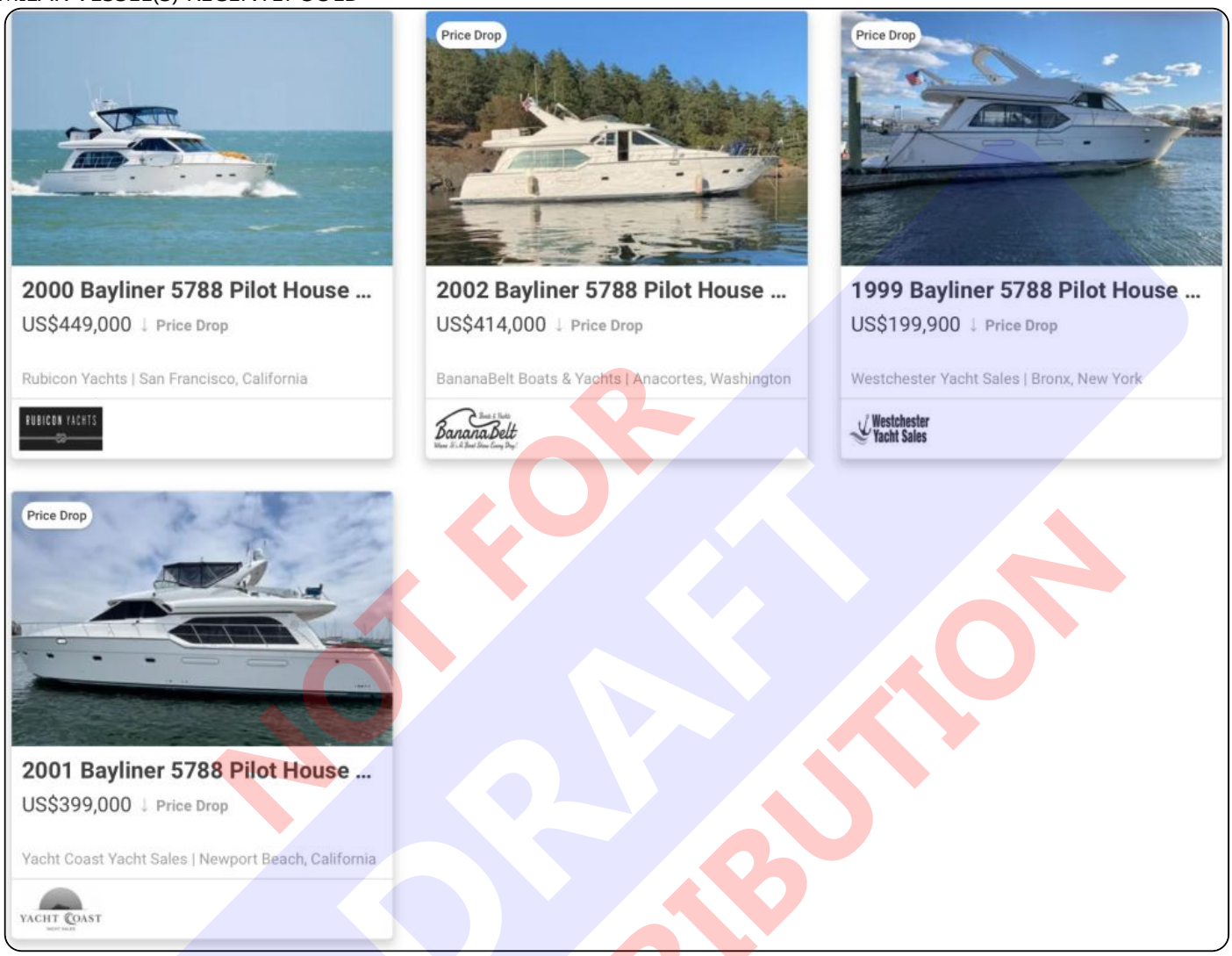
Listed Price:	$439,900	Boat Location:	Anacortes, WA
Year:	2002	Condition:	Used
Make:	Bayliner	Active:	156 Days
Model:	5788 Pilot House Motoryacht	Sold Date:	December 24, 2024
Length:	57 ft	Sale Type:	Retail
Engines:	635 hp Cummins QSM11, 635 h...	Price Source:	Self-Reported
Name:	Darlene Rae		

Listed Price:	$491,248	Boat Location:	Sidney, BC, CAN
Year:	2001	Condition:	Used
Make:	Bayliner	Active:	229 Days
Model:	5788 Pilot House Motoryacht	Sold Date:	May 29, 2023
Length:	57 ft	Sale Type:	Retail
Engines:	600 hp MAN D2866 LE 401, 600 ...	Price Source:	Self-Reported
Name:	50° NORTH		

Listed Price:	$399,000	Boat Location:	La Conner, WA
Year:	2000	Condition:	Used
Make:	Bayliner	Active:	166 Days
Model:	5788 Pilot House Motoryacht	Sold Date:	May 6, 2023
Length:	57 ft	Sale Type:	Retail
Engines:	610 hp MAN D2866, 610 hp MA...	Price Source:	Self-Reported
Name:	Mighty Dawg		

Listed Price:	$445,617	Boat Location:	Sidney, BC, CAN
Year:	1999	Condition:	Used
Make:	Bayliner	Active:	215 Days
Model:	5788 Pilothouse Motoryacht	Sold Date:	April 28, 2023
Length:	57 ft	Sale Type:	Retail
Engines:	600 hp MAN D2866 LE401, 600 ...	Price Source:	Self-Reported
Name:	Who'd a Thought		

SIMILAR VESSEL(S) RECENTLY SOLD



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 18, 2025

BAYLINER MARINE CORP, LAKE FOREST, IL (MIC: BLB,BBB,BIY,BL2)
HEYDAY WAKE BOATS, DIV OF BRUNSWICK CORP

Model Year	2000	Hull Material	Fiberglass
Model	PILOT-HOUSE 5788 MY	Hull Configuration	Displacement
Length Overall	59' 4"	Draft	4' 11"
Length On Deck		Beam	17' 2"
Boat Type	Motor Yacht | Flybridge	Weight	53000 lbs.
Engine Type	Inboard Twin 610D MAN	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	$299,500-$329,500 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$380,000-$417,500
Unadjusted Replacement Value	$2,190,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

The valuation was placed at the upper end of the BUCValuPro range for "Above Average Condition" due upgraded systems such as navigation, and recently sold values from the Yachtworld MLS database of similar recently sold vessels.

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:

$417,500 per BUCValuPro™
Four Hundred Seventeen 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:

$2,190,000 per BUCValuPro™
Two Million, One Hundred Ninety Thousand 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 16, 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.

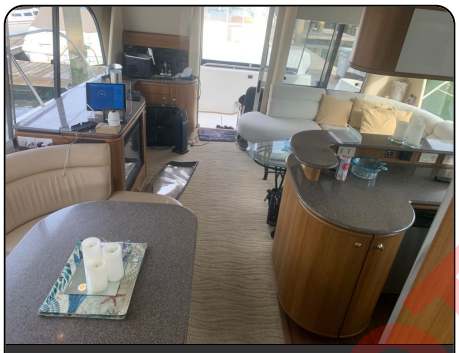
Cpt. Mark Van der Vliet, Sams SA, ABYC SA

Signed and submitted on: October 17, 2025

PHOTO LIBRARY

Flybridge from forward

Flybridge from aft



Salon from forward

Main salon from aft

Galley

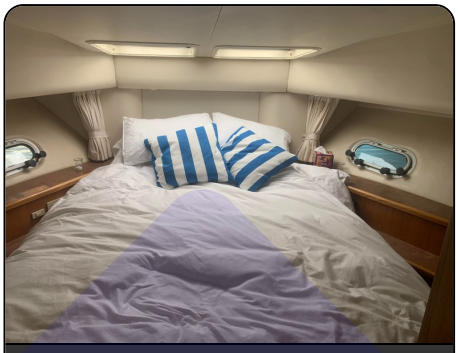
Pilothouse settee

Primary Stateroom Head

Primary Stateroom Vanity

Primary Stateroom

Guest Cabin



Forward cabin

Head