VdV Marine Survey

1995 48' Oyster 485 Deck Saloon

"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"

1995 48' Oyster 485 Deck Saloon

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXXX

Date Of Survey: October 23, 2025
Report Submitted On: October 26, 2025

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

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXXX, Mark Van der Vliet did attend onboard the 1995 48' Oyster 485 Deck Saloon "XXXXXXX" on October 23, 2025 to conduct a Pre-Purchase marine survey.

It was rainy/wet for the duration of the survey, which hindered the use of a moisture meter on the the vessel's exterior surfaces.

The Hull Identification Number OYMGBXXXC595 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

A mechanical/engine survey was performed before the hull survey on October 20, 2025. Questions about the condition of the machinery should be directed to that mechanic. 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.

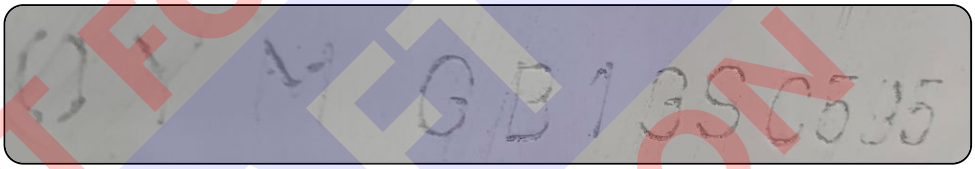
GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-3005
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on October 23, 2025 from 9am - 4pm.
LOCATION OF SURVEY INSPECTION	Swiftsure Marina, Lake Union, Seattle, WA.
LOCATION OF BOTTOM INSPECTION	Canal Boatyard, Seattle, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXXX, the sales broker XXXX from XXXX Yachts.

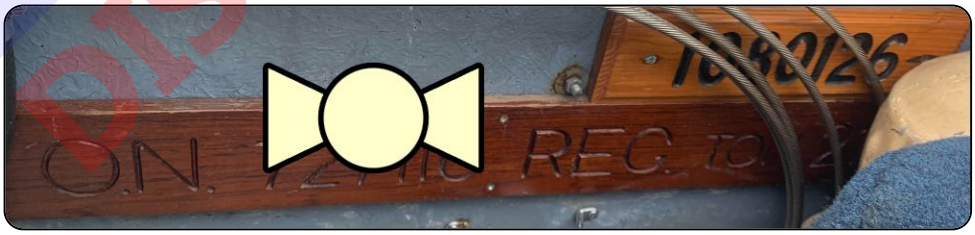
General Vessel Information

VESSEL BUILDER	Windboats Marine LTD Yacht Builders, Oyster Marine LTD. (U.K.)
DESIGNER	Holman & Pye
HIN (HULL IDENTIFICATION NUMBER)	OYMGBXXXC595



MODEL YEAR	1995 (per Hull Identification Number)
YEAR BUILT	1995 (per Hull Identification Number)
HULL NUMBER	XXXXXX (per builder's placard)

HAILING PORT DISPLAYED	Seattle, WA
OFFICIAL NUMBER	XXXXXXX



STATE REGISTRATION NUMBER	

STATE REGISTERED VESSEL OWNER	XXXXXXXXX
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	48' 6" (per manufacturer)
LENGTH WATERLINE (LWL)	39' 1" (per manufacturer)
BEAM	14' 10" (per manufacturer)
DRAFT	7' 2" (per manufacturer)
DISPLACEMENT	41,000 lbs. (per manufacturer)
BALLAST	13,070 lbs. (per manufacturer)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

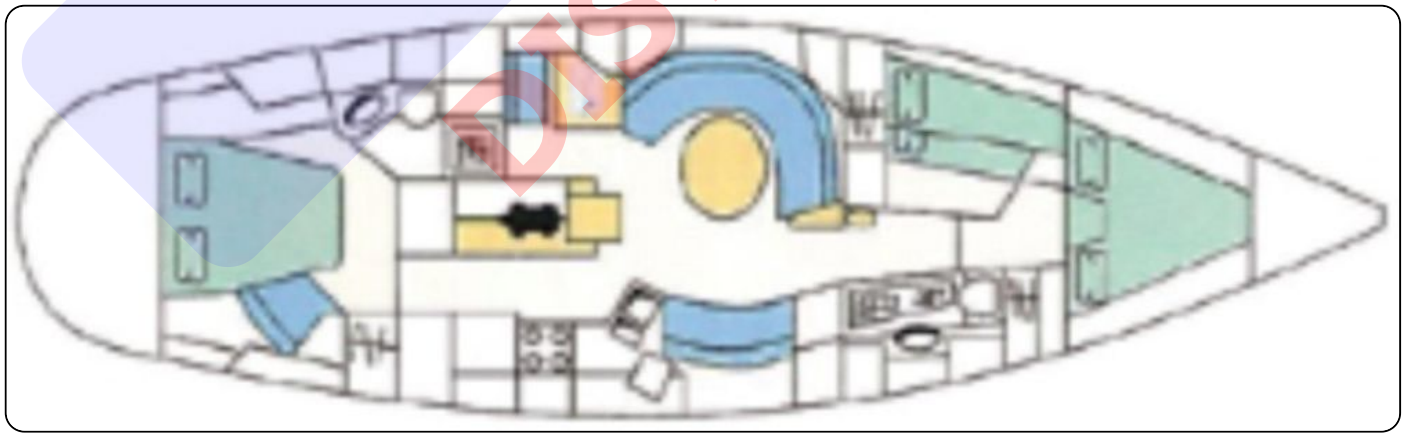
Rating & Valuation Summary

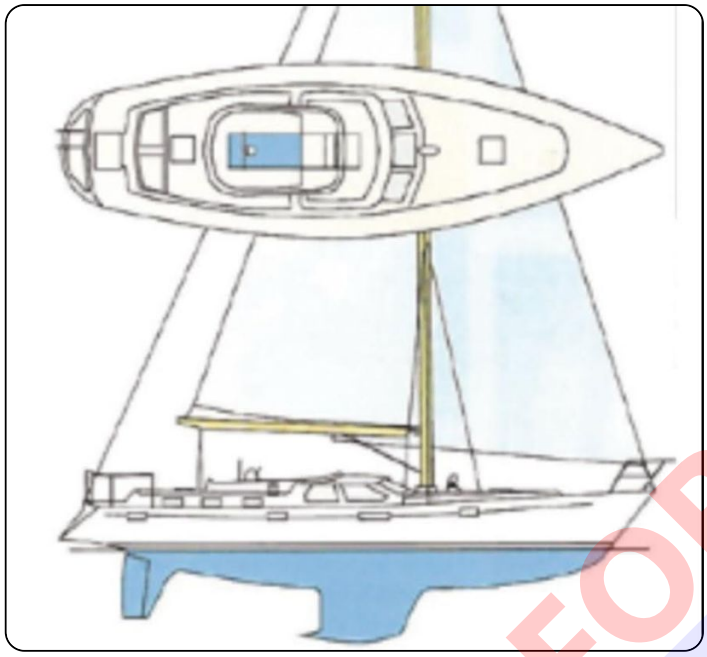
VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$348,113 per surveyor's assessment**
ESTIMATED REPLACEMENT COST	**$1,500,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

The forepeak cabin has a V-berth with hanging lockers, cabinets, and storage below. A guest cabin to port has twin bunks, hanging locker, and drawers. The forward head is to starboard. The main saloon port U-shaped settee and teak table follows aft to the forward-facing navigation station with cushioned bench seat. The starboard saloon has a double bench cushioned seat followed by the starboard passageway galley leading aft to the main stateroom with centerline queen berth and starboard vanity seat, cabinetry all around, storage below, hanging lockers, and privacy port head and shower stall. The saloon companionway step lead up and aft to the center cockpit with seating either side and binnacle helm with folding teak table. Access from the cockpit coaming to the aft deck, side decks to foredeck.





VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Full displacement hull with ballast wing keel and skeg rudder.

HULL MATERIAL

Solid FRP (fiber reinforced plastic).

EXTERIOR FINISH

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

GENERAL EXTERIOR CONDITION

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

Cabin top gelcoat chip

Minor gelcoat crazing at aft deck hatch hinge

Finding B-1

A gelcoat chip (approximately 1" width) was sighted on the port midship cabin top above the window, exposing the laminate.

Recommendation

Refinish the gelcoat to protect the laminate, as necessary.

Finding C-1

Minor gelcoat crazing sighted at aft deck hatch hinges.

Recommendation

No action is recommended at time of survey. Consider refinishing the gelcoat, as necessary.

BULKHEADS

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

Note: a cored FRP crash bulkhead is located at the chain locker.

STRINGERS/TRANSVERSALS

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

KEEL

Cast lead High Performance Bulb keel.

KEEL BOLTS

Bronze keel bolts. No cracking, thread separation, lifting, or staining was observed on the keel bolts and backing plates.

Note: many keel bolts were not readily accessible for inspection, as they were located under the house and engine start battery banks.

BILGES

A coated surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges were mostly clean and dry during the survey.

Note: the majority of the bilge was not readily accessible for inspection.

THROUGH-HULL DISCHARGE FITTINGS

Bronze discharge through-hull fittings. Found secure.

See Note.

Galley sink discharge fitting handle

Finding C-2

The galley sink outlet discharge fitting handle was sighted with corrosion.

Recommendation

Replace galley sink discharge fitting handle.

CHAIN LOCKER DRAINAGE

Overboard at the port & starboard lower bow. Found clear of debris and appeared adequate.

BILGE LIMBER HOLES

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

SWIM PLATFORM

Fiberglass swim platform integrated into transom, with teak slats. Found secure.

BOARDING SWIM LADDER

A folding stainless steel boarding ladder was installed at the port side of the transom 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

Moisture meter testing could not be performed due to rainy/wet weather conditions at the time of survey.

A Protimeter FM wave moisture meter was used in several accessible areas of the deck such as in the chain locker and behind several overhead partitions, without exception (under 140/999 average observed).

Deck Arrangement

DECK MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic) with gelcoat and teak overlay.

DECKING OVERLAY

Teak overlay, epoxied to deck.

See Note.

Finding B-2

Minor deck teak caulking and teak surface anomalies were observed.

Recommendation

Repair, refinish, as necessary.

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

Appeared to be an internal flange type joint, through-bolted every 6" and fiberglassed (observed in the chain locker). Structurally sound, where sighted.

HULL-TO-DECK JOINT FASTENERS

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

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

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

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

DECK PHOTO

COCKPIT PHOTO

AFT DECK PHOTO

BOATHOOK

Aluminum telescoping boathook observed onboard. Appeared serviceable.

BBQ GRILL

Railing-mounted LPG cannister grill. Not demonstrated.

BIMINI

White full enclosure bimini with windows and 1" stainless steel tubular supports was integrated into the dodger. Found secure.

BOARDING GATE(S)

Stainless steel cable boarding gates either side deck. Found secure and operational.

BOW RAILING

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

DECK RAILINGS

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

STERN RAILING

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

HANDRAILS

Stainless steel handrails were fitted at convenient locations of the vessel with dual stability rails at the mast. The handrails were found to be secure.

CABIN VENTILATION

Provided by the fore/aft hatches, the opening portlights, and the companionway hatch.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants, except where noted.

Forward cabin top window sealant

Forward cabin top window sealant

Finding C-3

The cabin top window sealant appeared weathered/cracking.

Recommendation

No action is recommended at the time of survey. Monitor frequently and consider reefing out sealant and renewing.

CLEATS

Six (6) 12" aluminum horn type. The cleats were found to be secure.

EXTERIOR COVERS

Reportedly, full winter cover (not sighted), white stamoid hatch and dodger/bimini covers, textaline white window covers, and sunbrella-type fabric winch covers.

DAVIT/CRANE

Port aft single stainless steel manual engine davit (required test/prove).
Kato transom-mounted dual stainless steel manual dinghy davit.

DECK HATCHES

Lewmar 21" x 22" escape hatches aft and forward coachroof and two (2) Lewmar 15" x 10" forward coachroof hatches. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

EXTERIOR DECK ACCESS HATCHES

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

DECK DRAINAGE

Cockpit deck drains were clear and unobstructed where sighted.

DODGER

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

DORADE VENTS

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

EXTERIOR LIGHTING

Mast spreader lights and aft deck light. All exterior lights illuminated when tested.

EXTERIOR SEATING

Cockpit U-shaped molded FRP seating with teak overlay, and slatted teak pushpit seats at port/starboard quarters. Found secure.

EXTERIOR STORAGE

The hardware and/or seals on the vessel's exterior lockers and storage areas were inspected for normal operation/condition and found fit for their intended use, except where noted.

Centerline aft deck locker, missing hatch starboard strut.

Finding B-3

The centerline aft deck locker was missing the starboard strut.

Recommendation

Install the starboard strut for safety.

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.

LINE CHOCKS

Aluminum bow, stern, and spring line-guiding chocks with fairlead rollers. The chocks were found secure and the rollers moved freely.

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

The portlight gaskets and dogs were inspected and no glass crazing was sighted, except where noted. The portlights were operational and fit for use.

Starboard aft cabin top portlight

Finding B-4

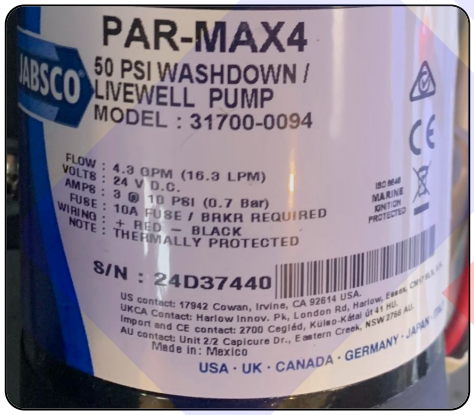
The starboard aft cabin top portlight gasket was missing.

Recommendation

Install a gasket.

EXTERIOR WASHDOWNS

Chain locker raw-water washdown with 24VDC Par-Max4 50psi washdown pump.. Demonstrated.



WINDOWS

Wraparound coachroof tinted and tempered windows. The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Three (3) coachroof windshields; the port and starboard windshields hinged partially opened (demonstrated).

Ground Tackle

ANCHORS

60 lb. CQR galvanized anchor. The anchor was ready to deploy and its shackle bolt was properly secured with safety wire (seizing wire) to prevent accidental anchor loss.
Spare/stern aluminum Fortress anchor sighted in lazarette. Appeared serviceable.
See Note.

Finding C-4

The anchor safety pin was missing from the fairlead chute.

Recommendation

Install an anchor fairlead safety pin.

ANCHOR RODE TYPE

Approximately 300' of 10mm galvanized chain. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

ANCHOR WINDLASS

Lewmar vertical capstan windlass. Demonstrated.

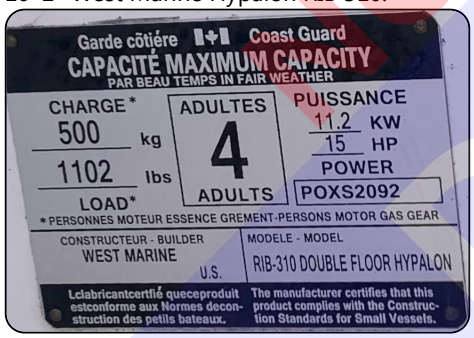
ANCHOR PLATFORM

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

Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

10' 2" West Marine Hypalon RIB 310.



MODEL YEAR

2025

HIN (HULL IDENTIFICATION NUMBER)

WMPWU010B525.

ENGINE MODEL

Tohatsu 9.8 hp Four Stroke outboard.

ENGINE SERIAL NUMBER

022937AB

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

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

PROPELLER SHAFTS

Stainless steel 1 1/2" inch diameter. The shaft tracked straight through the shaft log transit and no pitting or corrosion was sighted on the shaft.

LINE CUTTING DEVICES

Line cutting spurs were installed between the shaft struts and the propellers. Appeared serviceable.

PROPELLER SHAFT LOGS

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

PROPELLER SHAFT STRUTS

Cast bronze I-beam type propeller shaft strut. The shaft strut was visually inspected with no significant corrosion or visible signs of damage.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The cutless bearing showed no signs of significant wear.

RUDDER MATERIAL

Fiberglass.

RUDDER MOUNTING

Skeg mounted.

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

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

THRUSTERS

The bow thruster's external components and six (6) propeller blades were inspected without notable exception.

HULL SEA-STRAINERS

The hull sea strainer for the discontinued water maker was damaged.

Finding C-5

The hull sea strainer for the discontinued water maker was damaged.

Recommendation

No action is recommended at time of survey. Recommend removing sea strainer and properly sealing all discontinued below waterline intake/discharge fittings.

KEEL

Fin keel with bulb. Found secure with no damage observed.

DRAINAGE THROUGH-HULLS

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

BELOW WATERLINE THROUGH-HULLS

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

HULL TRANSDUCERS

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

SPEED WHEEL

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

SACRIFICIAL ANODES

The underwater zinc anodes were wasting but were not yet past their 70% wastage point. Monitor frequently.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

HULL SURFACE COMMENTS

A phenolic hammer percussion sounding was performed on the accessible areas of the hull bottom and hull sides with no abnormalities noted.

HULL INSPECTION COMMENTS

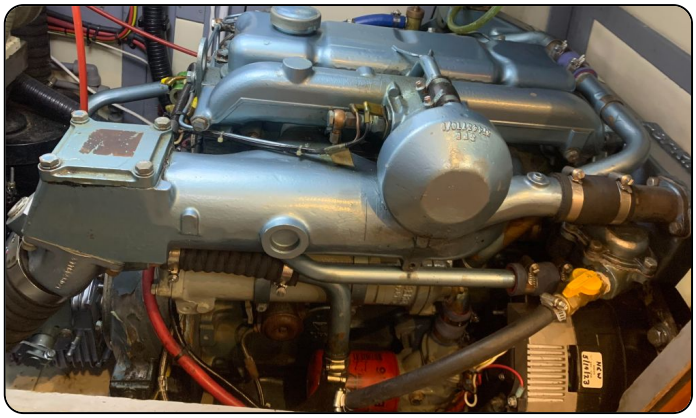
Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection.

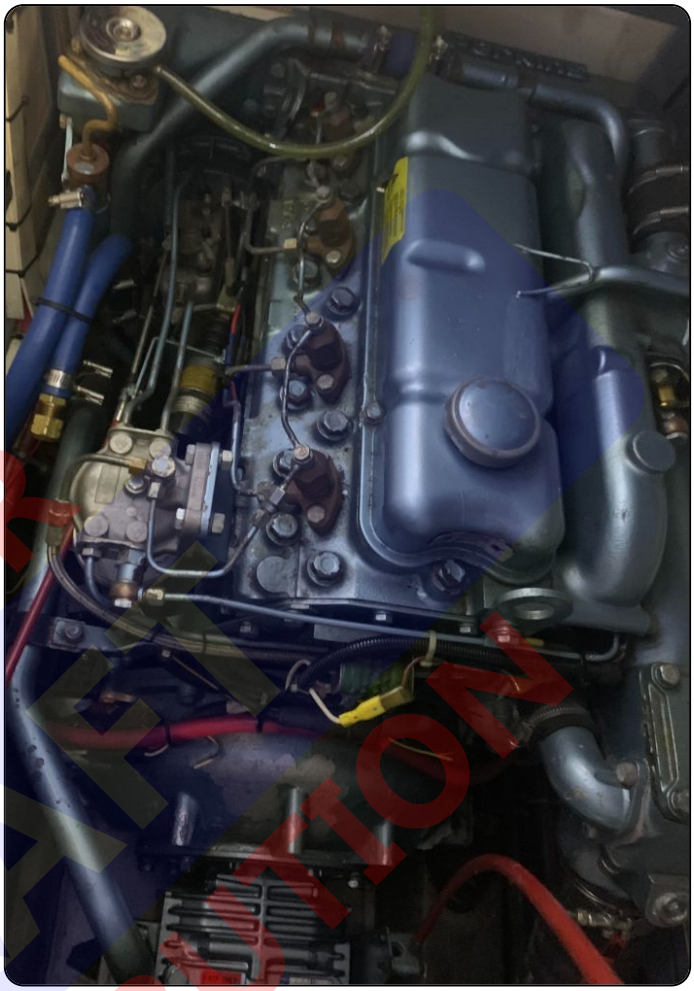
PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Perkins Range 4 M90





ENGINE HORSEPOWER

82 hp.

ENGINE HOURS

3641 hours were observed on the engine's analog hour meter.

ENGINE DISPLAYS

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

ENGINE ALARM SYSTEM
Test sounded/illuminated.

THROTTLE & SHIFT CONTROLS
Mechanical lever/cable type. Demonstrated.

ENGINE COOLING SYSTEM TYPE
Closed reservoir type cooling with raw water cooled exhaust.

MAIN ENGINE COOLANT LEVEL
Normal level was observed in the coolant recovery expansion tank.

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 stringers. Appeared serviceable.

ENGINE COMMENTS
See Engine Survey.

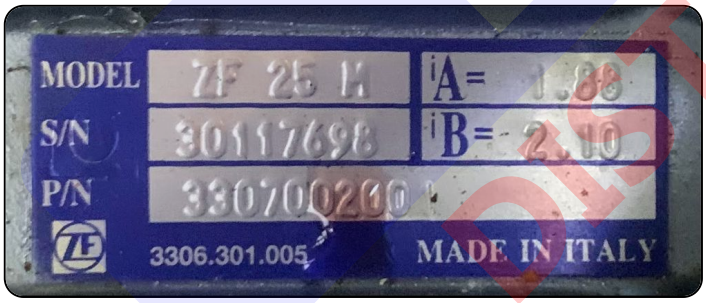
Transmissions/Gears/Drives

DRIVE SYSTEM TYPE
Direct drive.

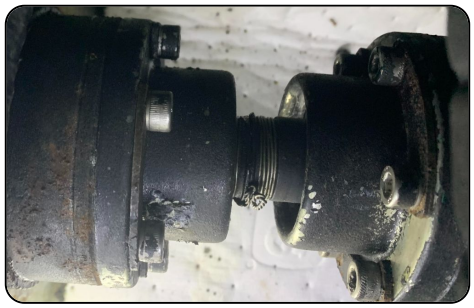
TRANSMISSIONS/GEARS
ZF 25 M. Reportedly new 2023.

GEAR RATIO
Data tags stated 1.88 : 1.

GEAR SERIAL NUMBERS
30117698



PROPELLER SHAFT COUPLERS



PROPELLER SHAFT SEALS

PSS (Packless Shaft Seal Systems). No leaks were observed.

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

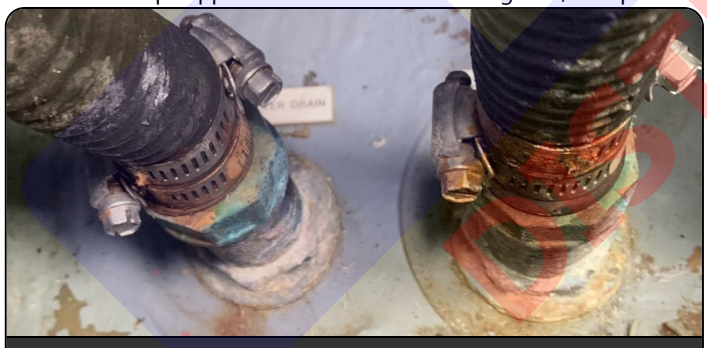
Jabsco 3" flangemount blower.
Model 34739-series.

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, except where noted.



Lazarette hose clamps

Finding B-5

The deck locker and gas locker drains in the lazarette were sighted with corroded hose clamps.

Recommendation

Inspect all hose clamps and clean/treat or replace with doubled marine grade stainless steel clamps where appropriate, as necessary.

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type.

Discontinued-use head raw water inlets were properly capped.

Properly capped seacock

RAW WATER STRAINERS

Found clean and free of marine debris. Appeared serviceable.

TRANSDUCER

The transducer was found secure.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Integral fiberglass.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

120 gallons (per manufacturer's specifications).

FUEL LEVEL MONITORING

Tank Tender Fuel/Water level gauge at navigation station. Powered up.

FUEL TANKAGE SECURING

Bonded/glassed to the hull.

FUEL TANKAGE LOCATION

Starboard midships bilge.

FUEL FILL LOCATION

Starboard side deck.

FUEL FILL MARKING

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

FUEL TANK VENTILATION

Vented to cockpit coming. Appeared adequate.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES

Copper fuel lines with flexible USCG Approved Type A1 fuel lines/hoses at the engine connections.

FUEL SHUT-OFF VALVES

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

MAIN ENGINE PRIMARY FUEL FILTERS

Racor 500FG with two (2) water-in-fuel-filter alarms.

FUEL FILTER CONDITION

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

STEERING SYSTEMS

STEERING SYSTEM TYPE

Stainless steel cable and pulley type mechanical steering with aluminum quadrant.

STEERING SYSTEM MANUFACTURER

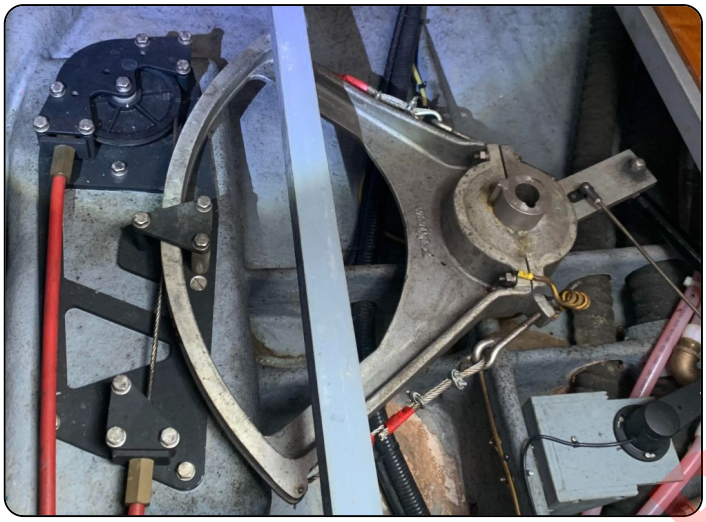
Whitlock/Constellation.

NUMBER OF STEERING STATIONS

One (1)

STEERING SYSTEM PULLEYS/CABLES

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



RUDDER STOCKS

No significant corrosion had developed on the rudder stock, where sighted.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

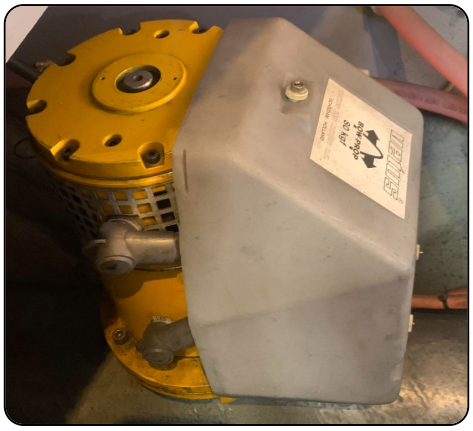
Appeared secure.

EMERGENCY STEERING SYSTEM

Rudder tiller connection access was under the aft deck inspection plate. Stainless steel steering tiller bar sighted onboard.

THRUSTERS

Vetus 80KGF bow thruster. Demonstrated.



RIGGING & SAILS

Standing Rigging

RIGGING TYPE

Sloop

MAST

Kemp anodized aluminum mast. Appeared fit for intended use.

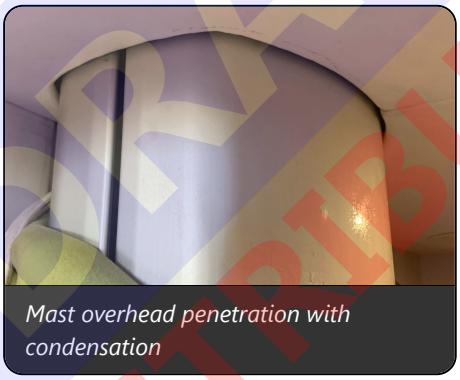
MAST SPREADERS

Double spreader rig.

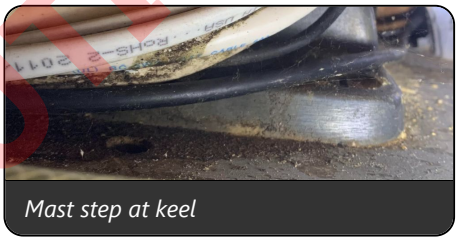
MAST STEP

The mast was stepped to the keel. Found secure.

Mast at deck penetration



Mast overhead penetration with condensation



Mast step at keel

BOOM

Aluminum boom.

GOOSENECK

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

BOOM VANG

Anodized aluminum boom vang. Appeared serviceable.

BOOM VANG GOOSENECK

Found secure.

WHISKER POLE

Forespar Carbon whisker pole mounted on mast track. The whisker pole was not utilized at the time of survey. However, the hardware attachment points were operational, and the pole did not have any obvious visual defects.

RIGGING CHAIN PLATES

Internal stainless steel chain plates bolted to stainless steel supports. Found secure, where sighted.
Note: the port chainplate was not readily accessible for inspection.

SHROUDS/STAYS/TERMINAL ENDS

Stainless steel cables; 10 mm mid, 12mm uppers/lowers/backstay /forestay. No crevice corrosion, cracks, apparent broken strands or unlaying of wire sighted. Sighted with 40x Loupe LED magnifying glass.

Sighted with 40x Loupe LED magnifying glass. The condition of the shroud's and stay's and their terminal ends were visually inspected from deck level only, with no exceptions observed.

BACKSTAY

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

RIGGING TANG ENDS

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

RIGGING TURNBUCKLES

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

RIGGING TOGGLES

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

RIGGING CLEVIS PINS & COTTER PINS

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

Running Rigging

MAIN SHEET TRAVELER

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

TOPPING LIFT

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

REEFING SYSTEM

Slab reefing system.

ROLLER FURLING GEAR

Harken MKIV-3 furling gear. Demonstrated.

WINCHES

At mast: Lewmar 44ST, Lewmar 30ST, Lewmar 40ST.
Lewmar 40ST at aft starboard cabin top.
Two (2) Lewmar 62ST and two (2) Lewmar 48ST at cockpit coaming.
The winches were operational during the sea trial.

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

Spinlock line stop clutches. Most of the line stop clutches/jammers were demonstrated during the sea trial, no exceptions were observed.

BLOCKS & TURNING BLOCKS

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

SWIVEL BLOCKS

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

PAD EYES

Gibb 17-4 stainless steel. Deck Pad-Eyes were inspected and found fit for intended use.

TRACKS & CARS

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

SAILTRACKS

External sailtrack on the mast and bolt-rope type track for the headsail.

Sails

MAINSAIL

One (1) Dacron mainsail.

HEADSAIL

One (1) Dacron genoa.
One (1) storm jib.

REEFING POINTS

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

SAIL SEAMS

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

SAIL BATTENS

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

SAIL HEAD

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

SAIL TACK

No exceptions were observed, where sighted.

SAIL CLEW

No exceptions were observed, where sighted.

SAIL COVERS & SAIL BOOTS

Blue Sunbrella type fabric mainsail boot cover.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

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

VESSEL LOADS

Reportedly, approximately 50% fuel load, 50% water load, low/medium gear load and five people onboard.

ENGINE STARTUP

The engine started without excessive cranking or excessive exhaust smoke, and no fuel sheen was observed in the water.

VIBRATION COMMENTS

No significant hull, engine or running gear vibrations were observed while underway.

ENGINE BACKDOWN TEST

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

ENGINE CONTROL STATION OPERATION

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

STEERING TEST

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

ENGINE PERFORMANCE

The engine was run up to 2800 with no observed elevation in temperature or reduction in engine performance.

SAILING TEST

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

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

Autohelm Type 100/300 with Heavy Duty S Autopilot linear electric actuator to with displays at helm and navigation station. Demonstrated.

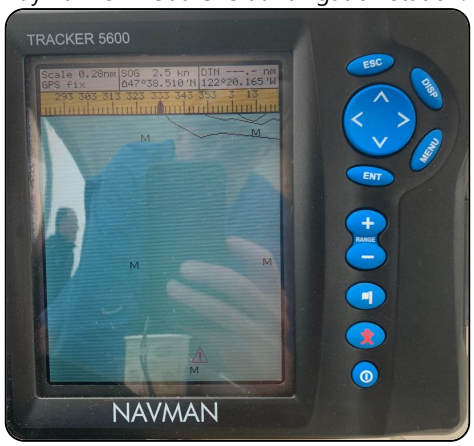
COMPASSES

Binnacle compass. Appeared serviceable.

GPS (GLOBAL POSITIONING SYSTEM)

Navman Tracker 5600 at cockpit. Demonstrated.

Raymarine RN300 GPS at navigation station. Demonstrated.



GPS CHARTPLOTTER

Garmin 5212 at cockpit. Demonstrated.

Garmin 8619XSV at navigation station. Demonstrated.

MULTI-INSTRUMENTS

Autohelm ST50 Plus Multi at navigation station. Demonstrated.

VHF RADIOS

iCOM IC-M510 VHF radio. Transmitted/received radio check signals.

iCOM IC-M710 SSB radio. Powered up.

ICOM HM195GW VHF RAM mic. Powered up.

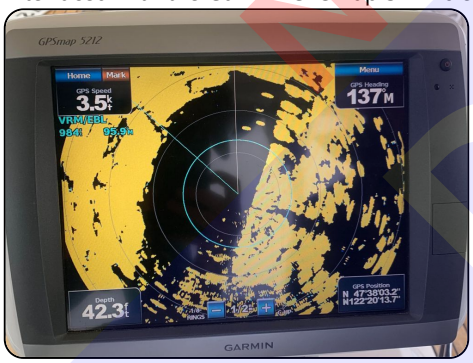
ANTENNAS

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

iCOM AT-120 automatic antenna tuner.

MARINE RADAR

Interfaced with the Garmin GPSmap 5212 display. Demonstrated.



DEPTH DISPLAY

Autohelm ST50 Plus Depth display. Demonstrated.

SPEED DISPLAY

Autohelm ST50 Plus NAV and Speed displays. Demonstrated.

WIND INSTRUMENT

Autohelm ST50 Plus Wind display. Demonstrated.

BAROMETER

Weems & Plath barometer. Appeared serviceable.

SHIP'S CLOCK

Weems & Plath clock. Powered up.

SHIP'S BELL

Bronze ship's bell. Demonstrated.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12/24 volt systems.

BATTERIES

House: eight (8) 6 Volt 225Ah AGM. Dated 5/25.
Start: two (2) Group 34 AGM 1000MCA. Dated 4/25.
Generator: one (1) Group 34 12V AGM 110AH. Dated 10/19.
Bow thruster: two (2) 12V AGM.
Note: the generator battery was tested with a Foxwell BT301 Battery Tester, with no exceptions observed.

Generator battery test

Finding B-6

Wing nuts were utilized to connect the generator battery's cable conductors to their terminals (not recommended for cables over 6 AWG or 13.3 mm diameter).

Recommendation

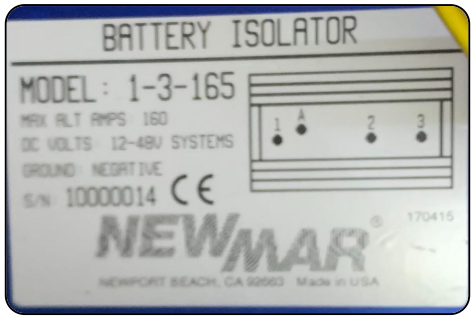
Install properly sized hex nuts to secure battery cable conductors to their terminals (on battery cables over 6 AWG of 13.3 mm in diameter) to comply with ABYC E-10.8.3.

BATTERY SWITCHES

Three (3) switches for Engine, House ("Domestic"), Generator located below the main electrical panel.

BATTERY ISOLATORS

Newmar battery isolator.
Model 1-3-165.

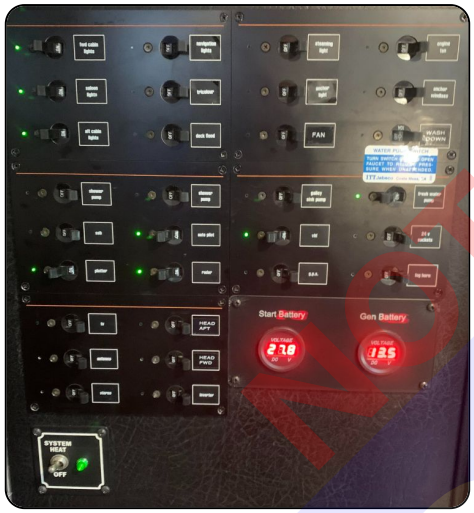


MAIN DC BREAKERS

CHTAIXI breaker behind saloon dinette settee.

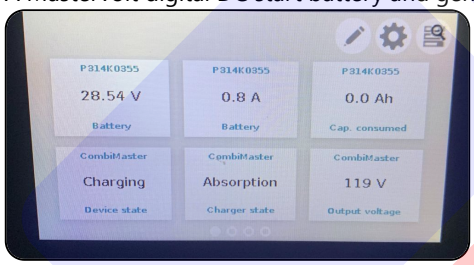
DC ELECTRICAL PANEL BREAKERS/FUSES

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

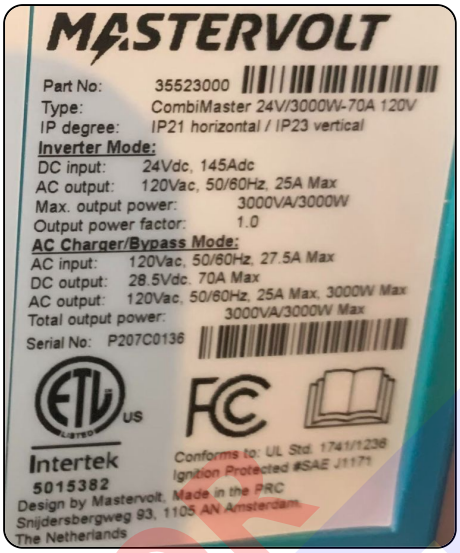
A Mastervolt digital DC start battery and generator battery voltage meter was located in the main electrical panel. Powered up.



BATTERY CHARGERS

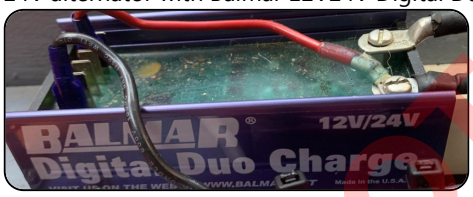
Mastervolt CombiMaster 24V 3000W inverter/battery charger. Powered up.

ProMariner ProTech-4, 24 volt / 25 amp. Back-Up battery charger (required test/prove).



MAIN ENGINE ALTERNATORS

24V alternator with Balmar 12V24V Digital Duo Charger



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

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

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

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

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

120 volts AC.

AC SHORE POWER INLETS

One (1) SmartPlug 30A 125V inlet. No burn marks or corrosion sighted. Appeared serviceable.

MAIN AC SHORE POWER BREAKERS

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

AC ELECTRICAL PANEL BREAKERS

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

AC ELECTRICAL SYSTEM MONITORS

Analog AC voltage and amperage gauges were located in the cabin AC electrical panel. Powered up.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual rotary type 'make-or-break' switches were located in the salon AC electrical panel.

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.

GENERATORS/AUXILIARY POWER

Generators

GENERATOR MODEL

Northern Lights M673. See Engine Survey.

GENERATOR FUEL TYPE

Diesel.

GENERATOR KILOWATT RATING

6.0 KW.

GENERATOR HOURS

1450 hours were observed on the analog hour meter.

GENERATOR SERIAL NUMBERS

22001.

GENERATOR INSTRUMENTATION GAUGES

Analog temp/press/Volts.

GENERATOR LOCATION

Centerline midship aft of the engine.

GENERATOR ACCESSIBILITY

Good (a reasonable amount of access was provided to all areas of the machinery requiring service).

GENERATOR COMMENTS

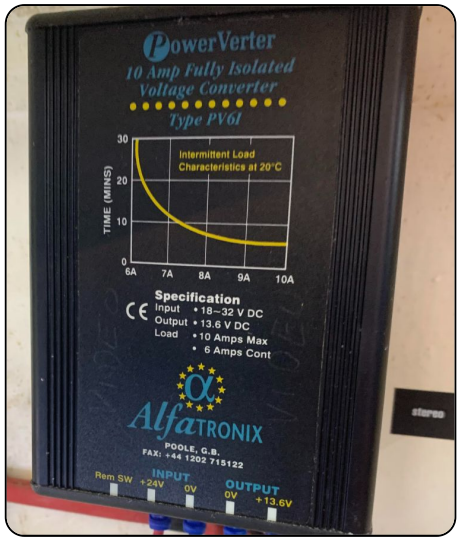
See Engine Survey.

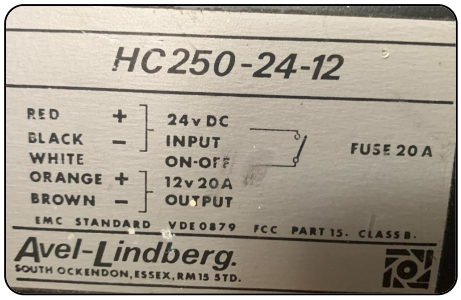
Inverters & Other Auxiliary Power

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

Orion, Avel-Lindberg HC250-42-12.

Alfaronix DC-DC step-down inverters.





WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL
Fiberglass.

NUMBER OF FRESHWATER TANKS
One (1)

WATER TANKAGE CAPACITY
165 gallons (per manufacturer's specifications).

WATER TANKAGE SECURING
Bonded/glassed to the hull.

WATER TANKAGE LOCATION
Port midship bilge.

WATER FILL LOCATION

Starboard midship side deck.

WATER FILL MARKING

Properly marked for water.

FRESHWATER TANKAGE VENTILATION

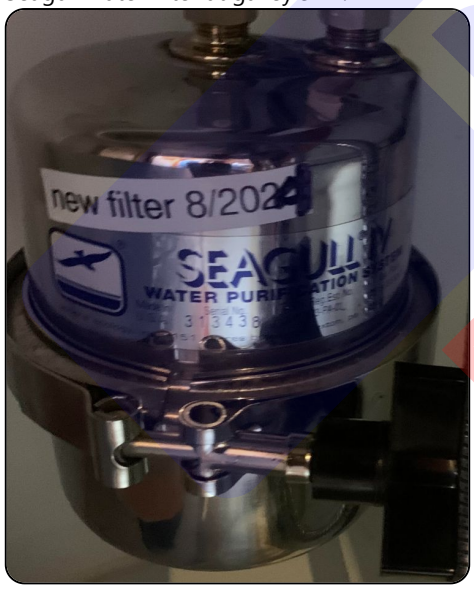
Not verified.

FRESHWATER PUMPS

12-24V Jabsco Sensor-Max 17. The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed.

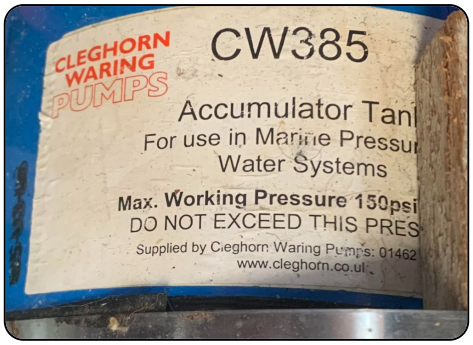
FRESHWATER FILTRATION

Seagull water filter at galley sink.



FRESHWATER ACCUMULATOR TANK

Coated steel Cleghorn CW385 accumulator tank.



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

The navigation station water level gauge appeared operational.

CONSIDERATIONS

The raw water inlet/filter in the galley bilge was sighted with salt crystal build-up at its' connections/gaskets.

Galley bilge raw water inlet

Finding C-6

The raw water inlet/filter at the under the galley sole boards was sighted with salt crystal build-up at its' connections/gaskets.

Recommendation

Clean and inspect the connections, open the top of the unit for further inspection of gasket, and address as necessary.

Hot Water System

WATER HEATER

C-Warm CWB50-H. Demonstrated.

WATER HEATER CAPACITY

50 liters.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

Blackwater System

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

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

BLACKWATER TANKAGE

Appeared to be polyethylene. In V-berth starboard locker and port aft head.

The fluid level indicator gauges powered up.

BLACKWATER TANKAGE VENTILATION

Hull side below pump-out fittings, with SaniGard in-line filters.

BLACKWATER SYSTEM DISCHARGE

Dual starboard forward and dual port midship side deck pump-out fittings.

Properly marked "Waste."

Freshwater heads with deck tank-rinse-out fittings.

The starboard forward tank can be gravity-fed overboard.

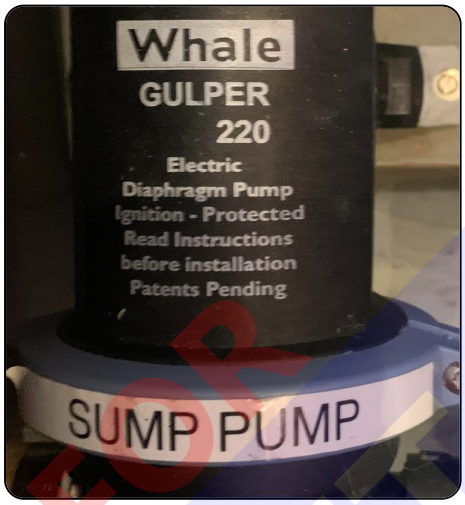
The port aft tank has a Y-valve and can be gravity-fed overboard.

Greywater System

GREYWATER DISCHARGE SYSTEM

Whale Gulper 220 diaphragm shower/galley sink sump pumps.

Galley pump-out.



PLUMBING FIXTURES

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

HEAD SINKS

Drains to shower sumps, with sump pumps.

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT

Forward V-berth cabin, guest cabin, aft cabin.

HEAD ARRANGEMENT

Dometic electric heads with MasterFlush Control Boxes. Demonstrated.

SHOWER ARRANGEMENT

Two (2) in either head.

INTERIOR BULKHEADS

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

INTERIOR CABINETRY & TRIM

Teak cabinetry and trim were built into the vessel's interior. 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

Teak cabin doors. The interior doors opened/closed suitably during the survey.

INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

FLOORING

Teak & holly cabin sole.

CABIN SOLE FOUNDATION

Fiberglassed wood plank cabin sole foundation, where sighted.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

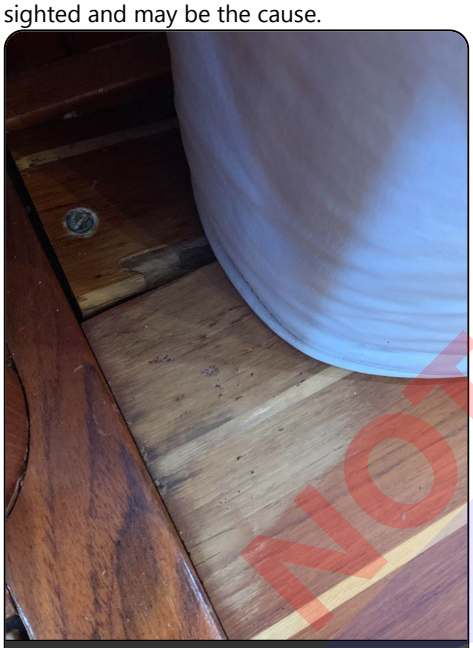
GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

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

WATER INTRUSION COMMENTS

No significant signs of water intrusion were observed at the vessel's interior, except where noted.

Note: The teak and holly sole board to port of the mast keel step was sighted with water damage. Condensation on the mast was sighted and may be the cause.



Mast at deck penetration/water staining

Finding C-7

Minor water staining was sighted at the port saloon forward cabinet.

Recommendation

Investigate further to ensure no water intrusion, and address as necessary.

INTERIOR MIRRORS

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

CEILING HEADLINERS

Headliner material was padded simulated leather. The interior headliners were generally well-fit with no visible tears and no significant staining.

Interior Systems & Equipment

LIGHTING

LED. All interior lights illuminated when tested.

HVAC/AIR CONDITIONING SYSTEM

CABIN HEATING SYSTEM

Webasto DBW 2010 12/24V diesel hydronic heater. Demonstrated.

See Note.

Heating hose at port guest cabin aft bulkhead transit.

Finding B-7

Some of the heating system hoses bulkhead transits were not chafe-protected.

Recommendation

Recommend inspecting all heating hose transit points and installing proper chafe protection, as necessary.

Audio/Visual Equipment

STEREO SYSTEM

JVC receiver with Sony speakers

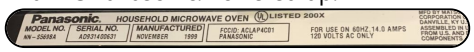
Galley Equipment

FREEZER

Top-loading freezer. Powered up.

MICROWAVE OVEN

120VAC Panasonic. Powered up.



STOVE

LPG Force 10 4-burner stove. Demonstrated.

GALLEY SINK

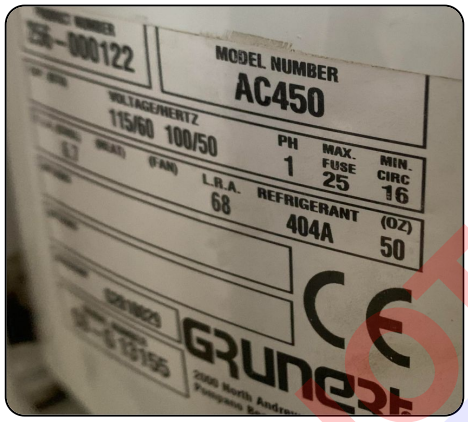
Stainless steel sink with dual wash basins. The galley sink was properly fit where sighted, the faucet fixtures were operational, and the sink drained appropriately.

REFRIGERATION

Front-loading refrigerator. Powered up.

Grunert Holdover Plate System 24V water-cooled with digital thermostats. Powered up.

Model AC450.



SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Unknown if PFD's convey with the sale of the vessel.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted. Required in U.S. waters.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. Firemaster FM60 dry chemical hand-held fire extinguishers were located in the port guest cabin, V-berth, main salon, and aft stateroom. Dates unknown.

Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged. Consider replacing all extinguishers over 12 years old.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

The day/night visual distress signals were not located/sighted onboard. Recommend inquiring about the location and/or conveyance of visual distress signals to comply with (33CFR 175.110).

SOUND PRODUCING DEVICES (33 CFR 83)

The horn was briefly powered up.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

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

The "Trash Disposal" placard was found properly displayed in the galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

None sighted. Required in U.S. waters. Vessels over 39'4 are required to have a written 'Waste Management Plan' onboard as well as the pollution placard.

"CO" WARNING

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

Finding B-8

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

Recommendation

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

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

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

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

Firemaster Automatic Fire Extinguisher fixed fire suppression tank in the machinery space.

No current inspection was observed.

Finding B-9

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

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

The vessel did not appear to have a bilge high water audio alarm installed. Highly recommended if not installed.

Finding B-10

The vessel did not have a bilge high water alarm installed.

Recommendation

Install the appropriate recommended alarm, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

LIFE RAFTS

Crewsaver 6-person hydrostatic release self-inflating Class 9, inspection tag 04/2028.

SN 79L80974.

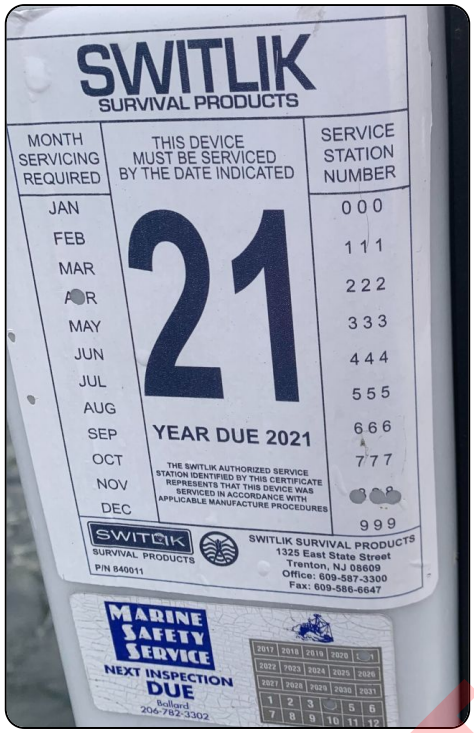
E.P.I.R.B.

None sighted. Highly recommended if cruising offshore.

MAN OVERBOARD SYSTEM (MOB)

Switlik MOM8A automatic inflating MOB system. Appeared Serviceable.

SN 8AP9904361



FIRST AID SUPPLIES

None sighted. Highly recommended.

CARBON MONOXIDE DETECTORS (ABYC A-24)

One (1) in port guest cabin test sounded.

Finding B-11

Carbon monoxide detectors were not installed in all accommodation spaces.

Recommendation

Install carbon monoxide detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations. (ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

SMOKE DETECTORS (NFPA 302)

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

Finding B-12

Smoke detectors were not installed in all of the accommodation spaces.

Recommendation

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

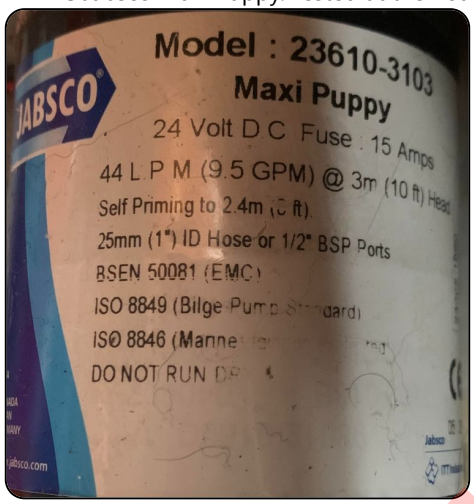
FIRE BLANKET

Plastimo Fire Blanket sighted onboard.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

24VDC Jabsco Maxi Puppy. Tested at the float switch and remote switch.



MANUAL BILGE PUMPING SYSTEMS

A manually operated Gusher 10 hand bilge pump was located in the cockpit. Dry-tested. Appeared adequate (required test/prove).

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

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

GAS TANKAGE SPACE VENTILATION

Appeared adequate.

GAS SHUT-OFFS

Shut-off valve was located at the gas tank, galley, and an electric gas shut-off solenoid was located in the galley. Demonstrated.

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines 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

Trident Marine L.P. Gas Control & Detection System. Powered up.

GAS SYSTEM COMMENTS (ABYC A-1)

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

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 **General Exterior Condition**

A gelcoat chip (approximately 1" width) was sighted on the port midship cabin top above the window, exposing the laminate.

Recommendation

Refinish the gelcoat to protect the laminate, as necessary.

Finding B-2 **Decking Overlay**

Minor deck teak caulking and teak surface anomalies were observed.

Recommendation

Repair, refinish, as necessary.

Finding B-3 **Exterior Storage**

The centerline aft deck locker was missing the starboard strut.

Recommendation

Install the starboard strut for safety.

Finding B-4 **Portholes/Portlights**

The starboard aft cabin top portlight gasket was missing.

Recommendation

Install a gasket.

Finding B-5 **Hose Clamps**

The deck locker and gas locker drains in the lazarette were sighted with corroded hose clamps.

Recommendation

Inspect all hose clamps and clean/treat or replace with doubled marine grade stainless steel clamps where appropriate, as necessary.

Finding B-6 **Batteries**

Wing nuts were utilized to connect the generator battery's cable conductors to their terminals (not recommended for cables over 6 AWG or 13.3 mm diameter).

Recommendation

Install properly sized hex nuts to secure battery cable conductors to their terminals (on battery cables over 6 AWG of 13.3 mm in diameter) to comply with ABYC E-10.8.3.

Finding B-7 **Cabin Heating System**

Some of the heating system hoses bulkhead transits were not chafe-protected.

Recommendation

Recommend inspecting all heating hose transit points and installing proper chafe protection, as necessary.

Finding B-8 **"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-9 **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.

Finding B-10 **Bilge High Water Alarms**

The vessel did not have a bilge high water alarm installed.

Recommendation

Install the appropriate recommended alarm, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

Finding B-11 **Carbon Monoxide Detectors (ABYC A-24)**

Carbon monoxide detectors were not installed in all accommodation spaces.

Recommendation

Install carbon monoxide detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations. (ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

Finding B-12 **Smoke Detectors (NFPA 302)**

Smoke detectors were not installed in all of the accommodation spaces.

Recommendation

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

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **General Exterior Condition**

Minor gelcoat crazing sighted at aft deck hatch hinges.

Recommendation

No action is recommended at time of survey. Consider refinishing the gelcoat, as necessary.

Finding C-2 **Through-Hull Discharge Fittings**

The galley sink outlet discharge fitting handle was sighted with corrosion.

Recommendation

Replace galley sink discharge fitting handle.

Finding C-3 **General Caulking/Sealant Condition**

The cabin top window sealant appeared weathered/cracking.

Recommendation

No action is recommended at the time of survey. Monitor frequently and consider reefing out sealant and renewing.

Finding C-4 **Anchors**

The anchor safety pin was missing from the fairlead chute.

Recommendation

Install an anchor fairlead safety pin.

Finding C-5 **Hull Sea-Strainers**

The hull sea strainer for the discontinued water maker was damaged.

Recommendation

No action is recommended at time of survey. Recommend removing sea strainer and properly sealing all discontinued below waterline intake/discharge fittings.

Finding C-6 **Considerations**

The raw water inlet/filter at the under the galley sole boards was sighted with salt crystal build-up at its' connections/gaskets.

Recommendation

Clean and inspect the connections, open the top of the unit for further inspection of gasket, and address as necessary.

Finding C-7 **Water Intrusion Comments**

Minor water staining was sighted at the port saloon forward cabinet.

Recommendation

Investigate further to ensure no water intrusion, and address as necessary.

SUMMARY

Summary of Condition & Valuation

VESSEL CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition determines the adjustment to the range of base values for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION": a vessel that is new or maintained like new, with all systems and units fully functional.

"ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

"AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

"FAIR CONDITION": a vessel that is in need of a fair amount of maintenance work and some systems are due to be serviced or replaced.

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

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

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

ABOVE AVERAGE CONDITION

APPRAISAL METHODOLOGY

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:
Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc.
MARKET ANALYSIS
The comparable sales of vessels analyzed in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2022 to 2025. The surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld).

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

New Arrival

Oyster 485 Deck Saloon

Santanyí, Islas Baleares, Spain

1996

$290,175

Seller PORTO PET...

Oyster 485

Peloponnese, Greece

1997

$284,372

Seller YD Yachts

SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$349,000	Boat Location:	Camden, ME
Year:	2000	Condition:	Used
Make:	Oyster	Active:	228 Days
Model:	485	Sold Date:	July 23, 2025
Length:	48 ft	Sale Type:	Retail
Engines:	88 hp Yanmar 4JH2-DTBE, Ona...	Price Source:	Self-Reported
Name:	JOPPA		

Listed Price:	$349,000	Boat Location:	New Hamburg, NY
Year:	1994	Condition:	Used
Make:	Oyster	Active:	390 Days
Model:	485	Sold Date:	November 6, 2023
Length:	48 ft	Sale Type:	Retail
Engine:	85 hp Perkins Range 4-M90	Price Source:	Self-Reported
Name:			

Listed Price:	$264,640	Boat Location:	Almerimar, Almería, ESP
Tax:	Paid	Condition:	Used
Paid In:	GBR	Active:	69 Days
Year:	1993	Sold Date:	July 27, 2023
Make:	Oyster	Sale Type:	Retail
Model:	485 Deck Saloon	Price Source:	Self-Reported
Length:	48 ft		
Engine:	90 hp Perkins 4236		
Name:			

Listed Price:	$425,000	Boat Location:	Redwood City, CA
Year:	1995	Condition:	Used
Make:	Oyster	Active:	264 Days
Model:	485	Sold Date:	January 23, 2023
Length:	48 ft	Sale Type:	Retail
Engine:	110 hp Yanmar 4LH-TE	Price Source:	Self-Reported
Name:			

Listed Price:	$428,298	Boat Location:	Mallorca, ESP
Tax:	Paid	Condition:	Used
Year:	2002	Active:	54 Days
Make:	Oyster	Sold Date:	July 12, 2022
Model:	485	Sale Type:	Retail
Length:	48 ft	Price Source:	Self-Reported
Engine:	100 hp Yanmar Turbo		
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 26, 2025

OYSTER MARINE LTD, IPSWICH, SUFFOLK, UNITED KINGDOM (MIC: OYS)

Model Year	1995	Hull Material	Fiberglass
Model	OYSTER 485	Hull Configuration	Keel
Length Overall	48' 6"	Draft	7'
Length On Deck		Beam	14'
Boat Type	Sailboat - Aft Cockpit | Sloop Rig	Weight	37550 lbs.
Engine Type	Inboard Single 82D Perkins	Ballast	13000

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	$279,000-$307,000 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$354,500-$389,500
Unadjusted Replacement Value	$1,500,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

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

Two (2) comparable vessels (not including the subject vessel) were currently listed for sale.
The average asking price of these two comparable vessels was $287,273 with an adjusted price of $267,163 (see adjustments below). Soldboats.com (BoatWizard) listed five (5) comparisons that were sold between 2022 - 2025. The average asking price of these vessels was $363,187 and the average sold price reported was $337,987. This difference is 93% of the average asking price, which is how the "adjusted" price was calculated for the currently listed vessels above). BUCValuPro.com places a 1995 Retail Range in the North Pacific/Alaska area in "Above Average Condition" between $ 279,00 to $307,000 with the average being $293,000. The NADA price guide listed the average 1995 Oyster 485 at $349,000.

Valuation Summary:
The highest actual sales of comparable Oyster 485 Deck Saloon were $410,000 & $428,000 for vessels that sold between '22 & '25. The average actual sale price for the vessels was $337,987.

Comparable Approach:
Comparable Adjusted Listings Values, Average: $267,163
Soldboats.com data sold price, Average: $337,987
BUCValuePro.com, Fair Market Valuation Adjustment Average: $372,000
NADA Average: $349,000
Comparable Approach Average: $331,537.

Further, considering the subject vessel's overall condition and upgraded equipment such as the Max Prop, 2023 transmission, blackwater systems, and navigation equipment, the surveyor has determined to add 5% from this average, which results in the estimated fair market value of: $348,113.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and the "as is, where is" condition of the vessel, its equipment as surveyed, it is this surveyor's opinion that the ''MARKET VALUE'' of the subject vessel & equipment is: **$348,113 per surveyor's assessment**

VALUATION CONCLUSION

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

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

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

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

$348,113 per surveyor's assessment
Three Hundred Forty-Eight Thousand, One Hundred Thirteen US Dollars (USD)

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

$1,500,000 per BUCValuPro™
One Million, Five Hundred 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 23, 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 26, 2025

PHOTO LIBRARY

Forepeak cabin V-berth

Port guest cabin

Saloon from aft

Saloon from forward

Dinette

Starboard settee

Navigation Station

Galley

Aft main stateroom

Forward head

Aft stateroom head