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September 30, 2014

VIA EMAIL ONLY

example@hotmail.com

Example Name

Example Address

Condition & Valuation Survey

THIS IS TO CERTIFY that the undersigned Marine Surveyor inspected the referenced single screw, gasoline powered, fiberglass cruiser on September 27, 2014 while this vessel was on the hard and then afloat at XYZ Marina in League City, Texas. This survey was made at the request of John Doe and for the account of John Doe, in order to ascertain this vessel's general condition and valuation for pre-purchase purposes only.



**2007 Bayliner "265" 26' Cruiser
with Single Mercruiser 5.0L MPI Gasoline V8 Engine
and "Bravo Three" Outdrive**

ATTENDING SURVEY

John Doe, Broker

Daniel R. DeHart., Marine Surveyor-SAMS AMS®

VESSELL PARTICULARS

Vessel Name: "Boat Name" Hailing Port: Anywhere, FL

Vessel Location: Dry Stack in City, Texas Hull ID No (HIN): USDB1234D707

State Reg. No. FL XXXX NS Length: 26' 11" LOA

Breadth: 8'6" Bridge Clearance: 6' 9" (unconfirmed)

Draft/outdrive down: 39" Draft/outdrive down: 13"

Weight: 5,750 lbs. Deadrise: 17 degrees

Builder: Bayliner Marine Corp.* Where Built: Knoxville, Tennessee

Model/Type: "265" Hull Color: White/Blue

Total Horsepower: 260 hp. Engine Type: Single Inboard/Outdrive

Engine: Mercruiser 5.0L MPI V8 Gasoline Outdrive" Bravo Three with
two counter rotating stainless steel props

Engine Hours: 120, unconfirmed Water & Holding Tank Capacity: 20 gal. each

Speed: Top 40 mph, cruise 25 mph (unfirmed) Fuel Capacity: 75 gal.

Intended Service: Recreational (cruising) Current Owner: Confidential

* Builder Historical Notes: **Bayliner** is the world's largest manufacturer of recreational boats. Established in 1957 by Orin Edson, Bayliner currently has over 400 dealers in over 60 countries around the world. The company operates as part of the [Brunswick Boat Group](#), a division of the

Brunswick Corporation. Bayliner was acquired by Brunswick from Orin Edson in 1986 for \$425 million. Bayliner facilities are located in Knoxville, Tennessee, Dandridge, Tennessee and Arlington, Washington, in the United States; and in Reynosa, Tamaulipas, in Mexico. Bayliner also has a plant in Portugal for the European market.^[1] Bayliner offers 25 different boat models, with the most popular being the 175 Bowrider, a favorite among first-time boat buyers.

Ownership, HIN, and state registration numbers verified on hull. All specifications above are from reference data not measured during survey

SCOPE OF SURVEY

This vessel inspection and report are intended for pre-purchase purposes and for the client to which this report is addressed and are not intended for any other person or purpose. This report represents the condition of the vessel on the date of inspection only. It provides no guarantee and no prediction of the vessel's condition on any later date.

Circumstances of Survey

Vessel was inspected on the hard and afloat. Due to deck, liner, storage spaces and other installed equipment, only about 25 percent of the hull interior spaces and surfaces could be observed and inspected. The specific materials and lay-up schedule for the fiberglass moldings could not be determined with the non-destructive techniques available for inspection.

An underway trial was not conducted at this time. Due to unavailability of the seller to command the vessel, the buyer chose to forego a sea trial but did decide to have a certified Mercruiser technician carry out an inspection of the engine and outdrive. The mechanical inspection was not arranged or paid for by the undersigned and the report will be sent only to the buyer. Therefore, no opinions or statements can be made by the undersigned regarding the condition and performance of the engine or outdrive or the performance characteristics of the hull or any problems that may exist with the engine or hull performance characteristics.

After the hull inspection, the boat was put in the water and shore power was connected. The engine was not started. This vessel was surveyed without removals of any parts, including fittings, glued liner materials, screwed panels, anchors and chain, instruments etc.

All mechanical, electrical and electronic systems and equipment, except the engine, were tested, and found operative and performed without any deficiencies or problems, unless noted in the report or in the recommendations.

No determination of stability, including flotation, characteristics or inherent structural integrity has been made and no opinion is expressed thereto.

This survey report represents the condition of the vessel on the date specified above, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty, either specified or implied.

Intended Users

This survey is prepared for the exclusive use of the client or whose name and address appear on Page 1, and this report is not transferable to any other person or entity. The intended users of this report and appraisal are the client and possibly those lenders and underwriters financing or insuring this vessel for this client only. This report by itself does not contain all the components necessary for a pre-purchase decision, and other potential buyers are specifically excluded as third party users of this report.

Standards

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), the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and the standards of the National Fire Protection Association (NFPA), have been used as guidelines in the conduct of

this survey, but complete compliance with such standards was not assessed or guaranteed.

General:

A single engine, gasoline powered cruiser, the subject vessel is of good quality design and construction suitable for inland lakes, bays and near coastal waters. The vessel is equipped for overnight voyages of short duration. Fuel capacity allows for relatively long range "open water" passage making. The vessel is suitable for general cruising and/or water sports and is also designed to be trailerable.

The vessel has a planing type hull with flared, modified "V" bow, straight sides, single chine per side bottom and hydraulic trim tabs and a molded in swim platform.

There is a fiberglass molded liner installed in the hull and a one piece molded fiberglass cockpit and cabin top and with full standing headroom and enclosed head. The cabin is arranged with a semi-circular seating area forward, with removable dining table, storage and head to starboard and galley to port with a small berth aft, under the cockpit. The design allows overnight sleeping accommodations for four persons.

The cockpit has a Taylor curved five section tinted glass windshield with an extruded aluminum frame. The helm to starboard has a bucket style captain's chair with bolster, a lounge bench to port with adjustable front or rear facing seat back, and a rear bench across the stern. The upholstery is all high quality rolled and pleated vinyl. There is a molded in sink, with stainless steel electric cold water faucet to starboard behind the helm with drink holders and storage under.

The molded in stern swim platform has a stainless steel under side stored boarding ladder, a large storage compartment with three 20 amp power chords and adapter, four power plugs, a battery selector switch and power switches. The aft transom door is plastic and has a hot and cold water shower fixture recessed into the hull.

Boarding and disembarking is provided by a rear transom door and walk through windshield opening with steps molded into the cabin sliding door, which facilitates access to the forward deck area.

For added performance and quick planing, the hull is equipped with a power tilt and trim equipped outdrive and hydraulically operated trim tabs.

Soundings were taken of the hull lower sides, bottom and transom with a lightweight plastic hammer and were consistent throughout and rang solid and dry overall. An electronic moisture meter could not be used on the lower hull to detect the presence of water in the fiberglass core due to the presence of bottom paint, which renders the moisture meter ineffective. The undersigned is of the opinion that the hull is "dry", holding no water.

The hull surfaces are also shiny and smooth without any blisters or other hull defects or damage found. The boat has been recently detailed and appears above average.

Vessel is equipped with a full enclosure which includes a Sunbrella type acrylic fiber material bimini top, with stainless steel bows, that attaches to the windshield and extends to cover the entire cockpit. There are plastic zippered side and rear sections with Isinglass type clear plastic inserts and mosquito netting around the rear panels. The side, front and rear panels all roll up and attach to the top with straps. A cover for the bimini, when folded was found in the cabin settee storage area.

The cockpit floor is molded-in non-skid and has snaps in place carpet throughout. The cabin has protruding headliner edge, 3" long, forward port side (see photo). It does not appear to be a tear. The cockpit floor is simulated teak and holly and carpet.

1. Construction and Hull Condition

Hull Color: The gel coat sides are blue on a white background, with black deteriorating bottom paint below the waterline. Judging from the bottom paint and condition of the engine anodes, the vessel has spent an unknown portion of it's life moored in the water. The hull bottom is free of blisters and both the bottom and sides are free of visible dents, scratches or other damage. No areas of obvious repairs are seen.

Hull Type: The hull is Fiberglass Reinforced Plastic (FRP) composite. The longitudinal stringers and horizontal stiffeners, which are completely covered by fiberglass, appear to be in good condition without any water or rust stains around fastenings. Without removals and destructive investigation, it is not possible to determine the composition details and complete condition of the hull, stringers and horizontal stiffeners. However, the undersigned is of the opinion they are sound and free of water intrusion or damage.

Flotation: Positive flotation (when swamped) is not required by ABYC Rules and the Federal Code of Regulations for this vessel.

Seating Surfaces: Two tone vinyl covered cushions, bolsters and captain's chair with stainless steel fittings.

Foredeck: The foredeck is equipped with an approximate 18" x 18" aluminum black smoked glass hatch which is in good operating condition. Chocks for mooring lines are also installed on the bow.

2. Propulsion

Engine: Mercruiser 5L 260 hp MPI fuel injected, V8 gasoline
Engine Hours: 120 unconfirmed.
Mercruiser "Bravo Three" outdrive with hydraulic tilt and trim.
The outdrive shows minor nicks and dents on the forward edge, which are in my opinion, cosmetic in nature and should not be a matter of concern. The mechanical inspection will address the engine condition in detail.

Propellers: Dual, inline, counter rotating, 3 Blade, Stainless Steel, in good condition

Fuel Tank 75 gallon plastic tank with deck gunnel SS fill, vent, fittings. Faris (brand) fuel gauge is mounted in the dash. The tank is located under the cockpit deck and not fully accessible for inspection.

Fuel line is USCG Type A-1 fuel hose with fuel filter.

Instrumentation & switches: Instruments are all Faris and include RPM, MPH, Volts, Oil Pressure, Trim and Temp.

Switches are lighted rocker type.

Alarms: Audible alarm indicating low oil pressure or high temperature (not tested)

3. Steering System

Type:

Power hydraulic with tilt steering wheel.

Note: The accessible parts of the steering system were apparently in satisfactory condition. The pedestal and access panels should be opened up for inspection, cleaning, and service as recommended by the manufacturer.

4. Batteries

Batteries:

Two lead-acid 12-volt batteries, age unknown, in plastic boxes with lids.

Battery Switches: Four position (Off, Battery 1, Battery 2 and Both)

Power Cables: Three Marinco type 25' 30 amp cordsets, and one 30 amp to 15 amp adapter

Wiring: ABYC E-11 compliant.

5. Deck Fittings and Equipment

- Mooring Cleats & Anchor & Lines: Five each, 5" Stainless Steel mooring cleats.
One Galvanized Fortress anchor mounted on windlass stainless steel davit with roller, with approximately 10' of galvanized 1/4' chain and nylon 1/2" anchor line. (not measured). A spare anchor, chain and line are stored under cockpit sink.
- Windlass: Lewmar Vertical type with circuit breaker and control switch at helm.
- Boarding Ladder: Three step telescoping stainless steel slides in under swim platform on the starboard side.
- Bowrail & Handrails: Stainless Steel all welded bow rail, stainless steel grab rails, two on stern and one in cockpit above the sink. A boat hook is stored below.
- Seating: One bucket type captain's helm chair, a large lounge seat to port with fore or aft adjustable seat back and rear seat across transom hinged to rise up with engine compartment hatch. All seats are two tone, blue/white, rolled and pleated vinyl. All cockpit and cabin cushions and upholstery are in excellent condition with no stains, rips or tears or discoloration. Seating is for approximately 8 adults.
- Storage: Ample storage is provided inside the transom, under the cockpit sink and throughout the cabin
- Fishing: The yacht is not equipment for fishing. There is no livewell or rod holders.

6. Auxiliary Equipment

- Potable Water System: 20 gallon, plastic water storage tank with deck SS fill, four fixtures (head, galley, cockpit sink and swim platform H/C water handheld shower. Flojet 3.3 gpm water pump and hot water heater. Water pressure was good and water heater was operational.
- Bilge Pumps: Forward: automatic with manual switch (operating).
Rear: automatic with manual switch (operating).

7. Electronics/Navigation

- VHF: ICOM™ DSC Model M-304 submersible with antenna - operating.

GPS/Chartplotter Garmin GPS 44/s 4" color GPS chartplotter. Operates properly

Compass: Bracket Mounted, approximately 3" diameter.

FM Radio: Jensen MSH4050G with Sirius Satellite Radio on antenna w/8 speakers
And cockpit remote. Operates properly

TV: The Skyworth color TV turned on when tested. There is a pole mounted outside antenna on the port side near the windshield.

Depthfinder: Dash mounted Faris digital depthfinder, worked properly

8. Safety Equipment

Running Lights: Red and Green bow lights. Green is working, Red is not. Probably a burned out bulb. Pole mounted stern light on ransom operates. Pole mounted anchor light stored below.

Sound Signals: Horn – dash mounted horn switch is not working.

Fire Extinguisher: Handheld Type AB found in cabin storage locker.

Distress Signals. : None

Life Preservers (PFDs): Two adult watersport type vests, 3 Adult Type II. No throwable type found.

First Aid Kit: None

9. Galley and A/C

Stovetop: Origo Model 2500E alcohol/electric cooktop. Electric operation properly alcohol operation not tested.

Microwave: Tappan, operated properly

Refrigeration: Norcold Dual Voltage, 120v AC and 12/24v DC, operated on 110v and 12v

Air Conditioning: Marine Air 7000 BTU 110v with control panel. Worked properly on cooling and heating cycles. Unit is Reverse Cycle type. Cooling water pump working properly.

10. Generator:

The vessel is not equipped with a marine type generator.

Honda Model EU2000i gasoline portable generator sighted onboard, which was not Started and tested. It reportedly comes with the boat.

11. Shore Power:

The shore power was cables where connected to the dock power panel and worked properly. Two cable hookups are required to us all vessel systems. One connection operates the Air Conditioning and the other connection operates the remainder of the onboard 110v systems, including the AC outlets.

12. AC/DC Panel The AC/DC Master Control Panel located near the galley on the port side tested OK

13. Head and lighting

Head: Jabsco Manual head in good condition

Holding Tank The 20 gallon plastic holding tank in the engine compartment has a Jabsco electric macerator pump. (not tested)

Interior lighting: All cabin headliner mounted lights are operational

Cockpit Lighting: Cockpit courtesy lights are operational

Shower: Handheld shower in sink fixture in the head and vinyl shower curtain.
There is a shower sump pump installed under the companionway steps.

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14. GENERAL CONDITION

Hull and Deck:	Very good condition. Apparently free of cracks, delamination, or other damage. Exterior surface are in excellent condition. The bilge area under the companionway step is dirty and in need of cleaning. If not, debris could clog the bilge automatic bilge pump.
Bottom:	Excellent condition. Apparently free of cracks, delamination or blisters.
Structural Integrity:	Apparently Satisfactory.
Thru-hulls	Very good condition.
Engines:	To be determined by mechanical inspection
Tankage and Piping:	Good condition.
Electrical:	Very good condition.
NAV & Electronics:	Excellent condition.
Safety:	Good condition
OVERALL:	Very good condition.

13. RECOMMENDATIONS

(Further details, additional exceptions, deficiencies, and maintenance suggestions are found in NOTES section above.)

1. Horn is inoperative. Check horn, reset or replace fuse or repair as necessary.
2. Red navigation bow light is inoperative. Check bulb and replace or repair light as necessary.
3. In forward cabin, port side, the headliner appears to have come free, about 3" visible gap. Does not look torn. Replace as necessary.
4. The bilge area under the companionway steps needs cleaning.

14. VALUATIONS

Estimated New Replacement Cost **\$XX,XXX***

Estimated Current Market Value **\$XX,XXX**

*The subject model is no long manufactured by Bayliner, ceasing production in 2010. The Estimated New Replacement Cost is for a similar vessel.

We have provided the New Replacement and Current Market Value for a boat without a trailer. Per BUC Used Boat Price Guide, power boats in the Gulf of Mexico Area (except Florida) should have 7-8% added to their value. These two factors are taken into considerations as well as reported sales prices for similar vessels in Soldboats.com, the asking price for similar boats taken from various industry sources and the judgment and experience of the undersigned.

This valuation is based on the vessel's apparent condition on the date of survey and assumes that the vessel's engine and other installed equipment performs as designed during sea trial, which was not a part of this survey. Discoveries made as a consequence of recommended additional testing/inspection procedures may significantly lower this valuation. Valuations are developed using some or all of the following resources: commercially published used boat price guides and databases, commonly accepted marine depreciation schedules, and consultations with knowledgeable boat brokers.

I certify that to the best of my knowledge and belief: •The statements of fact 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, impartial and unbiased professional analyses, opinions and conclusions. •I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved. •I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment. •My engagement in this assignment was not contingent upon developing or reporting predetermined results. •My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. •My analyses, opinions, and conclusions were developed and this report has been prepared using recognized methods, leading to an educated, unbiased, and defensible opinion. I have made a personal inspection of the property that is the subject of this report. •No one provided significant personal property appraisal assistance to the person signing this report.

15. CONCLUSION

This vessel, as described herein, and subject to compliance with the foregoing recommendations, was found to be in very good and above average condition and well suited for it's intended service.

This report is being submitted by email only to example@hotmail.com.

REPORT SUBMITTED WITHOUT PREJUDICE.

Sincerely,



Daniel R. DeHart
Accredited Marine Surveyor, SAMS-AMS®
Member ABYC & IAMI