General Condition and Valuation Survey

“Bare Necessities”

1990 Bayliner 3888

08-10-2023



Report by:

Arran Flanagan
Marine Surveyor

For:

[redacted]

1457 Blue Lilac Ln. Alpine, CA 91901 (808) 990-5720

VESSEL DESCRIPTION

The vessel was observed afloat at Alamitos Bay Marina, Long Beach, CA.

The vessel "Bare Necessities" was a 1990 Bayliner 3888, flybridge, motor yacht with 175 HP Diesel inboard engines, Modified-V, planing type, vee bottom, full keel, transom-ended design, and fiberglass reinforced plastic construction, with Lower station helm.

Housekeeping and general appearance are **Average**. The vessel is normally equipped for her size and type. The weather deck, topsides have small areas of scratching scuffing, spider cracking, small gelcoat nicks and chipping. The hull has a shine and is in overall satisfactory condition., The hull and deck are oxidized and need buffing and polishing.
From examination afloat and hauled of accessible areas, the vessel appears to be sound, with no evidence of structural damage.

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.

SCOPE OF SURVEY

The prepurchase survey was conducted to check the operability of all systems and equipment on board in order to assess physical condition and establish the "Present Condition and Value" for PREPURCHASE purposes.
The survey started at 09:00 AM (-7 GMT) and finished at 01:46 PM (-7 GMT).

This survey was conducted by means of visual and audial inspection and non-destructive testing, such as "tapping" a laminate and listening for acoustic anomalies. (a.k.a. "percussion testing.")

The DC electrical systems and equipment were "energized". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Batteries were charged and verified at electric panels battery gauges.

The AC electrical system and equipment were "energized". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Shore power was connected. The generator was tested for powering up the vessel while underway.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors, and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. Any locked compartments or inaccessible areas were precluded from this inspection. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden tank surfaces. Liquid leakage above the tank level cannot be detected in slack tanks.

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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. The items listed in this report were tested for proper operation at time of survey ONLY.

The engines were operated during the survey. This report is not an engine survey; a brief cursory inspection of the machinery was conducted. The propeller shafts and rudder stocks were not sighted where they pass through the glands, Pedro hoses, logs, rudder ports and cutlass bearings; surveyor cannot speak as to their condition.
Cesar Sosa with Seatech Marine

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.
This signed report represents the findings of the surveyor and supersedes any and all conversations, statements and representations, whether verbal or in writing.

GENERAL NOTE:

1. It is recommended to have all "Electronics" inspected by a Marine Electronics Surveyor to determine the condition of the electronics and associated hardware.
2. It is recommended to have all "Electrical" inspected by a Marine Electrical Surveyor to determine the condition of the electrical systems and associated hardware.
3. It is also recommended to have all "Corrosion" inspected by a Marine Corrosion Surveyor to determine the condition of all associated hardware.
4. It is recommended to have all "Machinery" inspected by a Qualified Marine Engine Technician to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

DEFINITION OF TERMS

Adequate:	Sufficient for a specific requirement.
Appears:	Indicates that a very close inspection of the particular system, the component or the item was not possible due to constraints imposed upon the surveyor (i.e., power was not available, the inability to remove panels, or a non-destructive test was requested).
Excellent Condition:	New or Like New.
Fair Condition:	Denotes that the system, the component, or the item is functional as is with minor repairs. (MONITOR OFTEN).
Fit for Intended Use:	The use which is intended by Survey Purchaser (Present or Prospective Owner).
Good Condition:	Nearly new, with only minor cosmetics or structural discrepancies.
Operational:	A cursory test was performed to determine the items basic functionality but does not guarantee the item will remain functional.
Poor Condition:	Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.
Power(s) Up:	Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
Serviceable:	Sufficient for a specific requirement.
Use of Letters:	The "Use of Letters A, B and C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the item.

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GENERAL INFORMATION

File no.:	23-7371008
Date of survey inspection:	08-10-2023
Type of survey:	A pre-purchase survey was requested to determine a comprehensive physical condition and value of the vessel.
Survey prepared for:	[redacted]
Email:	
Cell:	
Address:	
Owner/Seller:	
Seller's broker:	Lon Bubeck
By Request of:	Sydney Brandon, buyer's broker
In Attendance:	Surveyor, buyer's broker, seller's broker, buyer, engine surveyor

Overall, Vessel Rating:	**AVERAGE**
Estimate Market Value:	**$ 47,000.00**
Estimated Replacement Cost:	**$ 570,000.00**

VESSEL INFORMATION

Name of vessel:	"Bare Necessities"
Make/model:	1990 Bayliner 3888
Builder:	Brunswick Boat Group
Accommodation:	Sleeps
Hull no.:	BLBA41ELL990
Off. no.:	1054683
A **Doc. onboard:**	No
Hailing port:	Newport Beach, CA
LOA:	42'0"
LWL:	38'7"
Height:	14'10"
Dead Rise:	6 º
Beam:	13'5"
Draft:	3'2"
Dry weight:	17,500 lbs.

Note: The dimensions above were taken from online information.
Note: The hull was properly labeled with the name and homeport on the transom and the vessel document number affixed to the vessel in the engine room.

Hin (hull identification number)	Official number
	

Results for Vessel: *BARE NECESSITIES*

Vessel Information:	Vessel Particulars:
Vessel Name: BARE NECESSITIES **Primary Vessel Number:** 1054683 *(Official Number (U.S.))* **Hull Identification Number:** N/A **Manufacturer Hull Number:** BLBA41ELL990 **IMO Number:** N/A **Vessel Flag:** UNITED STATES **Vessel Call Sign:** N/A	**Service:** Recreational **Length:** 38.20 ft **Breadth:** 13.50 ft **Depth:** 6.20 ft **Build Year:** N/A **Alternate VINs:** N/A
Service Information:	**Tonnage Information:**
Service Status: Active **Out Of Service Date:** N/A **Last Removed From Service By:** N/A	**Cargo Authority:** N/A **Tonnage:** • 17 - Simplified, Net Ton • 21 - Simplified, Gross Ton

Vessel Documents and Certifications

Document	Agency	Date Issued	Expiration Date
CERTIFICATE OF DOCUMENTATION	USCG	July 7,2023	July 31,2024

SYSTEMS

HULL CONSTRUCTION

Type: Modified-V, planing type
Material: Fiberglass reinforced plastic
Fastenings: Fiberglass and resin
Structure: The vessel has FRP longitudinal stringers
Condition: These were found to be sound, with no sign of water damage.
Stringers: Hull stiffness provided by FRP longitudinal stringers.

Note: Complete inspection was limited due to access. Serviceable where sighted.

Transom: FRP swim step attachment

B **Bilges:** A painted surface was used in the bilges.
Recommend keeping the bilges clean & dry.
Water and debris was observed. Oil was observed.

Note: Empty the standing water from the engine room bilges. The source of any leakage should be determined and repaired as necessary. Empty the standing water from the forward bilges. The source of any leakage should be determined and repaired as necessary.

Limber Holes: Limber holes are of adequate size and clear where sighted.

DECK CONSTRUCTION

Decking:	Reportedly, cored FRP (fiber reinforced plastic) with white gelcoat and textured non-skid.
Condition:	The topside decks were in good condition.
Toe rails:	Molded fiberglass reinforced plastic.

HULL-TO-DECK JOINT

Hull-to-deck joint:	Flanged hull-to-deck joint bonded with mechanical fasteners and adhesive.
Condition:	Observed to be sound and intact where possible.

DECK FITTINGS

Sprit/Anchor platform:	Built-in FRP single anchor sprit with rubber roller anchor chock
Safety railing:	Stainless steel bow pulpit, stanchions with (2) course coated stainless steel lifelines
Condition:	The safety railings around the vessel are secure and in sound condition.
Cleats:	Cleats throughout the vessel were stainless steel horn type.
Grab Rails:	Stainless steel handrails were located at convenient locations on the vessel.
Escape hatches:	Alloy & acrylic
Amount:	Three (3) forward
Condition:	In good working condition
Rub rails:	Aluminum compression rails., Serviceable.
Scuppers:	Self bailing deck drains at the port & starboard aft cockpit corners.

ADDITIONAL EQUIPMENT AND ACCESSORIES

Green canvas:	Canvas and isinglass flybridge enclosure Canvas and isinglass sundeck enclosure
Additional canvas covers:	Dinghy, BBQ, anchor winch, outboard
Condition:	Overall good condition.
Lights:	Recessed lights in arch.
Dock Lines:	Lines of various lengths, types and sizes were sighted on board. Satisfactory.
Equipment:	Plexiglass venturi, Built-in fender rack, Stainless steel BBQ, Cockpit shower, Shade cloth window screens Yamaha 2.5 outboard
Hardtop:	Aluminum Frame with Composite and FRP top.
Arch:	Molded fiberglass radar arch
Condition:	In sound condition.
Davit:	Electric aluminum

Note: Unable to test the davit as the remote was damaged.
Notes: The arch lights on missing lenses.

FISHING

Outriggers: (2) Fiberglass

Pumps

Type: Rule
Model: 1100
Powered up: No

INTERIOR

Decking: Teak and holly style hardwood
Overhead: Vinyl headliner
Windows: Alloy and acrylic
Portholes: Alloy and acrylic
Additional equipment: Tool kit
Joinery and Finish: The interior of the vessel is a satin finished Teak cabinetry, bulkheads and trim. serviceable. The cabinets, lockers, drawers and shelving appeared serviceable, where sighted.
Light Fixtures: 12V halogen, provide lighting throughout the vessel.
Condition: Operational
Storage Areas: Under and over cabinet doors, hanging lockers, and under floor storage were located throughout the vessel.
Water Intrusion Signs: No significant signs of water intrusion were observed at the vessel's interior.

GALLEY EQUIPMENT

Stove: Force 10 (3)-burner Propane, with sea rails
Area protected: Adequate clearance
Shutoff solenoid: Yes, Operational
Condition: Tested elements for flame and solenoid shut off to cut off LPG. All elements are working.
Refrigeration: Built-in Norcold VAC / VDC refrigerator / freezer
Model DE0061
C Condition: Teasted and was found to be inoperative.
Sink: Stainless steel, double

Note: The galley equipment mentioned above was secure. It was tested during the survey and was found to be in satisfactory condition.

Notes: The refrigerator is inoperative. Diagnose and repair as appropriate.

PROPULSION

Cesar Sosa with Seatech Marine

Note: Checked oil levels in the engines and transmissions prior to starting engines.
Note: Checked coolant levels in the engines prior to starting engines.

Port main engine	Stbd main engine
	

	Manufacturer:	Twin Hino	
	Model:	EH-700	
	Type:	Diesel, 6-cylinder	
	Rated HP:	175 @ 300 RPM	
	Serial numbers:	Port: EM700193893	Stbd: EH700193894
	Engine hours:	Port: 1227.1	Stbd: 320.4
	Engine controls:	Dual-lever, mechanicalFlybridge	
	Engine Shut Down:	Lower station: Button for each engine on the helm.	
		Flybridge: Button for each engine on the helm.	
	Engine alarm:	Lower station: Audible/visual engine alarms at the helm. Operational.	
		Flybridge: Audible/visual engine alarms at the helm. Operational.	
B	**Engine gauges:**	Lower station: Two (2) each, tachometer, oil pressure, temperature, volts	
		Flybridge: Two (2) each, tachometer, oil pressure, temperature, volts	
	Engine Synchronizer:	Controlled by engine controls	
	Propeller Shaft:	1½" Stainless steel, rolls easy	
	Propeller shaft glands:	PSS (Packless Shaft Seal Systems). Monitor frequently.	
	Condition:	Observed to be in a serviceable condition.	
	Hoses:	Found to be in serviceable condition.	
	Belts:	In a serviceable condition.	
	Preventative measures:	Oil absorbent pads under engine.	
	Exhaust System	Fiberglass tubing flexible wet exhaust hoses.	
		The exhaust elbow was formed FRP connected by rubber hoses and clamps.	
		Double worm screw stainless steel clamps were sighted.	
B		Hose clamps are deteriorated.	

	Mounts & bed:	Main engine beds were FRP longitudinal stringers inboard and outboard. Isoelastic engine mounts were thru-bolted to the stringers. Thread adjustments provide the ability to adjust the alignment vertically.
B	Condition:	Were found to be corroded.
	Insulation:	Insulation was on the overhead forward and aft engine room bulkheads. Foil and foam.
	Engine room ventilation:	Natural
	Engine oil:	Oil levels were checked**.** Full

Note: The upper helm starboard tachometer is inoperative. Diagnose and repair as appropriate.

Note: Oil pads under port main engine need to be replaced.

COOLING SYSTEM

	Type:	Closed reservoir type cooling with raw water-cooled exhaust with expansion tank.
	Coolant Level:	Coolant levels were checked. Full
	Engine Hoses and Clamps:	Reinforced rubber hoses with stainless steel clamps.
	Raw Water Strainers:	Rectangular scoop strainers
	Thru hull valves:	Two (2). Bronze, ¼ - turn ball type
	Service:	Main engine pick up
	Condition:	Thru hull valve was exercised. Operated and found in working order.
	Sea strainers:	Bronze sea strainer
B	Condition:	Signs of “blooming” (slow saltwater leakage). Servicing required Significantly corroded.

TRANSMISSION

	Manufacturer:	Hurth
	Model:	HSW 630A-2,0
	Type:	Direct drive
	Ratio:	2.04:1
	Serial numbers:	Port: 19-03845 Stbd: 19-03343
	Rotation:	Left / right hand rotation
	Transmission oil:	Oil levels were checked**.** Full
	Transmission oil cooler:	External engine mounted raw water heat exchangers.
	Hoses and connections:	The hose clamps were serviceable.
	Couplers:	Couplings were on tapered shafts and nylon lock. Shaft couplings bolted to the transmission output flange.

STEERING SYSTEM

	Manufacturer:	Hynautic
	Type:	Hydraulic
	Number of Stations:	Two (2)

	Locations:	Lower station, Flybridge
	Condition:	Observed to be in a serviceable condition.
	Lines/cables:	Hydraulic hoses with compressed metal fittings.
	Packing Gland:	Hex nut stuffing box type packing glands. Monitor frequently.
	Condition:	Observed to be in a serviceable condition.
	Rudder Stock:	Stainless steel

FUEL SYSTEM

	Fuel:	Diesel
	Material:	Aluminum
	Label:	Yes
	Amount:	Two (2)
	Capacity:	300 gallons total.
	Info:	Online information
	Gauges:	Yes
	Location:	Under salon sole
	Grounded:	Yes
	Condition:	In satisfactory condition with no signs of leakage.
	Secured:	Secured per ABYC H-33
B	**Fuel filters**	
	Engine filter:	Hino
	Primary:	Racor Parker 900FH
	Condition:	Satisfactory and clear of debris. No heat shield was observed.
	Secured**:**	Yes
	Location:	Engine room
	Deck fill:	Located Port & starboard side, aft. Fill marked “Diesel”
	Grounded:	Not accessible due to access cover.
	Labeled:	Yes
	Fill pipe material:	The fuel lines were all proper USCG type A hoses. The hoses are older than 10 years.
	Vent location:	Below deck fill.
B	**Fuel Lines and Fittings:**	The fuel lines were all proper USCG type A hoses., The hoses are older than 10 years.
	Fuel Manifold:	Ball valves properly marked.
	Location:	Engine room
	Fuel shut offs:	At the manifold.

ELECTRICAL SYSTEMS (Generator)

Operation:	The generator was load tested for approx. 30 min
Manufacturer:	Westerbeke
Fuel Type:	Diesel
Model Number:	8.0 BTD-14 No sound shield was installed.
Serial Number:	Eng: 74878-D002 Gen: 10828
Rating:	8.00 KW
Voltage Rating:	110V/220V

Indicated Hours: 8384.5 engine hours
Instruments: One (1) each, oil pressure, temperature, volts
Location: Under cockpit sole
Cooling System: Closed reservoir type cooling with raw water-cooled exhaust.
B **Raw Water Strainers:** Bronze sea strainer
Condition: Signs of "blooming" (slow saltwater leakage).
Servicing required
Significantly corroded.
Thru-hull Valve: One (1) Bronze, ¼ - turn ball type
Condition: Satisfactory
B **Exhaust System:** Marine grade hose to a water lift type muffler was sighted.
Double worm screw stainless steel clamps were sighted.
Hose clamps are deteriorated.
Fuel Supply: From the fuel manifold.
Hose Clamps: Stainless steel clamps were sighted.
B **Fuel filters**
Primary: Racor Parker R24T
Condition: Satisfactory and clear of debris.
No heat shield was observed.
Secured**:** Yes
Location: Engine room

Gen



ELECTRICAL SYSTEMS (DC System)

Voltage: 12 VDC
Panel: (1) 12 VDC
Gauges: Operational power indicator
Breakers / switches labeled: Yes
Battery Switch: Five (5) Guest rotary switches.
Location: Engine room

Battery Paralleling switch: Battery Parallel Switch installed on the battery switch.

Note: Surveyor recommends that battery switches be labeled according to which bank they serve.

Alternators: (3) engine mounted alternators
Wiring: Wiring is non-metallic sheathed copper.

Note: Bonding wires and connections were found to be corroded. Service as appropriate.

Fused: Batteries do have circuit protection within a distance of seven inches of the battery.

Batteries

House bank: 12V individual (1) 12 V West Marine , 8D
Dates: Not sighted
Type: Lead acid
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.
Battery charger: Phase Three, Pro 40/60
Charger/inverter: Magma Energy, MM1212

House Bank	Starting Bank
	

Starting bank: 12V wired in series (2) 6V West Marine, GC2,
Dates: Not sighted
Type: Lead acid
Location: Engine room
B Condition: The batteries were observed to be swollen. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.
Battery charger: Same as house

Notes: Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand.

VDC Distribution Panel	VAC Distribution Panel
	

ELECTRICAL SYSTEM (AC System)

Shore Power Cord:	Two (2) yellow cord in serviceable condition.
Shore Power Inlet:	Two (2) 30 amp.
Located:	Starboard side, midships
Main Breaker:	Two (2) double pole breakers.
Located:	Main Panel
Branch Breaker:	Single pole breakers
Located:	On AC electrical panel
Overcurrent protection:	30 Yes, tested by tripping the breaker. Found to be in good working order.
Location:	Main panel
Panel:	(2) 110 VAC, shore/generator
Gauges:	(1) Analog selectable, voltmeter, operational power indicator, reverse polarity indicator
Breakers /switches labeled:	Yes
Wiring:	Wiring is non-metallic sheathed copper.
Routing/Support:	Wiring throughout the vessel was supported at most every 18”. Were observed.
Galvanic isolator:	No galvanic isolator was observed.
Isolation transformer:	No transformer was observed.
ELCI:	An ELCI device was not installed.

Note: An ELCI (Equipment Leakage Current Interrupter) functions similar to a GFCI but provides current leakage protection for the entire onboard electrical system. Installation is highly recommended.

B	**Outlets:**	GFCI outlets are installed in most required places and have been tested using a GFCI tester and the receptacle trip button. Most were found to be in good working order.
	Polarity:	Shore power was connected.

Note: Polarity was checked at receptacles.

FRESH WATER SYSTEM (Potable water)

Storage Tanks:	One (1) Under aft cabin sole
Secured:	In compliance per ABYC-H23
Capacity:	80 gallons total. (Online information)
Material Type:	Plastic
Fill pipe location:	Located Starboard side, midships. Fill marked “WATER”.
Filters:	Inline prefilter water filter
Plumbing material:	Appropriate hosses and fittings. In satisfactory condition with no noticeable leaks.
Gauge:	Yes
Pump:	SHURflo
Flow/Pressure:	55 PSI
Model:	Aqua King II, 4148-153-E75
Condition:	In good working order
Powered up:	Yes
Located:	Under galley sole
Accumulator:	None sighted
Vent:	Located below deck fill.
Shore water connection:	Yes

Notes: The condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.

FRESH WATER SYSTEM (Hot water)

Type:	120V Electric
Manufacturer:	Seaward
Model no:	S-1200
Serial no.:	909731
Capacity:	11-gallon
Location:	Located Engine room .
Pressure Relief Valve:	On tank.
Drainage:	Into bilge.
Ignition Protection:	Yes
Condition:	Tested and found to be operational and in good condition.

SEA WATER SYSTEM (Washdown)

Plumbing material:	Reinforced hose and fittings.
Pump:	SHURflo
Model Number:	2088-414-934
Flow/Pressure:	50
Condition:	Was found to be in good condition.
Powered up:	No.

Thru-hull Valve:	One (1) Bronze, ¼ - turn ball type
Condition:	Thru hull valve was exercised. Operated and found in working order.

SANITATION (Black Water)

Manufacturer:	Manual marine sanitation devices
Number of Heads:	Two (2)
Discharge Hoses/Clamps:	Sani hose and clamps.
Thru-hull valves:	Two (2) Bronze, ¼ - turn ball type
Service:	Head intake
Condition:	Operated and found in working order.
Head Model:	Jabsco
Macerator Pump:	One (1) 12V, West Marine
Model no.:	1800-6783
Powered up:	No

Note: The holding tank discharge pump and thru-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.

Storage Tanks:	One (1) Under forward sole
Secured:	In compliance per CFR 159.57
Capacity:	40 gallons total. (Online information)
Material Type:	Plastic
Plumbing:	In satisfactory condition with no noticeable leaks.
USCG System Type:	Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).
Condition:	Operational & is in good condition
Pump-Out Location:	Located Starboard, midships. Fill marked "WASTE".
Tank Gauge:	Yes
Vent:	Below deck fill

Notes: There is a strong odor coming from around the holding tank. Plumbing and fittings should be inspected for leakage. Tank should be emptied on a regular basis.

SANITATION (Grey Water)

Basins:	The sinks drain directly overboard thru topside thru hull at each head sink location.
Sump Pumps:	Plastic box with 800 GPH Rule pump with float switch.
Location:	Under galley sole
Discharge Hoses:	The sump discharge hose was reinforced sani marine grade hose.
Powered up:	Yes

ELECTRONICS AND NAVIGATION EQUIPMENT

Lower station:

Multi-Function:	(1) Raymarine
Model no:	RL70C (radar)
Powered up:	Yes
Individual units:	Rudder angle indicator ST60
Powered up:	Yes
VHF Radio:	Standard Horizon
Model no:	Spectrum
Powered up:	No
Compasses:	Spherical 3½", Ritchie
Antennas:	Port and starboard Antennas mounted to the superstructure.

Upper Station

Autopilot:	Raymarine ST8001
Powered up:	Yes
Multi-Function	
Make:	(1) Raymarine
Model no:	RL80C (plotter)
Powered up:	Yes
Make:	(1) Garmin
Model no:	GPSmap (radar)
Powered up:	Yes
VHF Radio:	Standard Horizon
Model no:	GX2000 Matrix
Powered up:	Yes
Compasses	Spherical 2", Ritchie

ENTERTAINMENT ELECTRONICS:

Stereo & equipment:	Sony DSX-M508T (flybridge) Sony DSX-M55BT (salon)
TVs:	24" LG
Additional equipment:	Samsung DVD player

Notes: Surveyor recommends the installation of an AIS (automatic identification system) so as to better aid in navigation.

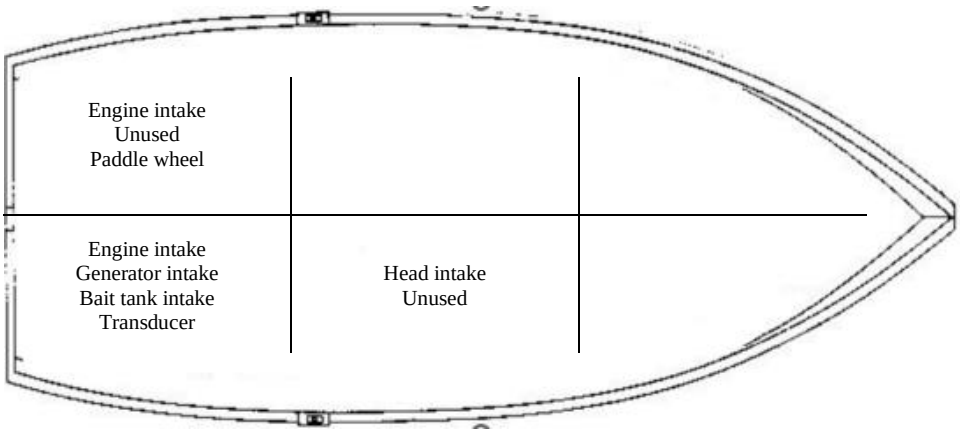
Notes: The entertainment electronic equipment mentioned above was tested during the survey and was found to be in satisfactory condition.

THROUGH HULL FITTINGS:

Operation:	Accessible through-hull valves were exercised.
Valve type:	Bronze, ¼ - turn ball type
Amount:	(7) at or below waterline
Servicing:	Engine intake, Generator intake, Bait tank intake
B **Condition:**	Operated and found most in working order.

Note: Annual maintenance should be performed.
Note: Surveyor highly suggests the labeling of through hull valves throughout the vessel.
Note: A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
Note: Through hull valves that are not in use must be plugged with a USCG approved plug.

Thru hull Location Diagram



BONDING SYSTEM

A **Bonding system:** A green wired bonding system was sighted throughout the vessel. Bonding wires and connections were found to be corroded.

Note: Bonding systems require periodic maintenance. I recommend checking the continuity each year with a meter at haulout and clean connections.

SAFETY EQUIPMENT (United States Coast Guard)

Personal flotation devices

A **Throwable:** None sighted.
Wearable: (20) adult type II
(1) adult type III
(5) child type III
Condition: In working condition.
Stowed: Flybridge
A **Portable fire extinguishers:** The mandatory minimum of fire extinguishers onboard the vessel do not comply with USCG Title 46 CFR fire extinguisher recommendations per the vessels size and type.
Stowed: Mounted conspicuously throughout the vessel.
Non-rechargeable: (5) USCG type 5-B (ABC)
A Dates: 1997, 2001, 1999, in green.
Locations: Flybridge, galley, E/R, forward cabin, salon

Notes: Non-rechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2.
Should be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.

Distress signal kit

Location: Grab bag, Accessible for immediate use

A Hand held flare kit (red) Exp.: 08/91

A Rocket (gun) flare kit (red) Exp.: 05/2003

Sounding Devices: Yes, operational

Bell: Yes

Navigation Lights: Lights were operational.

Stern Light: Light was operational.

Masthead Lights: Light was operational.

Anchor Light: Light was operational.

Oil Placard: Yes

A **Trash Disposal Placard:** Not sighted.

A **Waste Management Plan:** Not sighted.

Navigation Rule Book N/A

Notes: A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over but is still highly recommended if not onboard already.

AUXILIARY SAFETY EQUIPMENT

Bilge pumps: Rule-Mate 500, Rule 1000

Amount: Two (2)

A Indicator light: None sighted.

Condition: Tested at the and some were found to be inoperative.

Location: Engine room bilge, Midship bilge

Note: A check valve should be installed in bilge pump discharge hoses to help maintain dry bilges.

A **Bilge high-water alarm:** None sighted.

Detectors Tested with the push test button and found to be operational.

A Fume & gas: Not sighted.

Mounted: In the

Combo smoke/CO: (1) Kidde

Mounted: In the galley

First aid kit: Carrying a first aid kit is suggested, but not required.
One was sighted on board.

Notes: First aid supplies should be maintained aboard.

Safety Labels

CO warning sticker: Yes

Gasoline vapors explode: N/A

Propeller safety warning: Not sighted.

B **LPG operation sticker:** Not sighted.

B **Shore power operation:** None sighted.

Life rafts & EPIRBS: No life raft or EPIRB was carried or required.

Notes: Recommended prior to commencing any voyage exceeding 20NM from a port of refuge.

Swim ladder: Flip-up stainless steel swim ladder was observed mounted on swim step.
Condition: Functional and in compliance per ABYC H-41.

GROUND TACKLE

Primary: 44 lb. painted steel CQR anchor stowed on the bow
Rode: 5/16" galvanized chain and 5/8" nylon rode.
Bitter end: Observed to be secured to the vessel
B Condition: The length of chain and line in rode unknown, Adequate but corroded.
Secondary/kedge: Danforth, galvanized anchor, stowed Lazarette
Rode: 3/4" nylon rode
Anchor winch: Muir Cougar electric, windlass, with gypsy
Breaker location: Lower helm

Notes: The anchor winch foot switches were tested and appear to be operational and in satisfactory condition.

UNDERWATER RUNNING GEAR

Last haulout date: Unknown
Hauled: At Marina Shipyard, Long Beach, CA
Keel: Full
Propellers: Two (2)
Size: 20 x 21
Number of blades: Four (4)-fixed blade prop
Material: Nibral
Propeller Shafts: 1½" Diameter
Material: Stainless steel, rolls easy
B **Shaft Bearings:** Worn and requires replacement.
Struts: Cast bronze, I-beam
Rudder Material: Two (2) Bronze
Size: 12” x 16"
Rudder Mounting: Spade.
Trim Tabs: (4) Bennett, hydraulic
Condition: Overall, in good condition.
Strainers/Scoops/Screens: Exterior clam shells were observed on some of the through hull fittings.
Condition: Serviceable.
Transducers: Depth and speed
Zincs: Shaft zincs, Trim tab zincs, Green wire grounding system connected to a Centerline divers’ plate on the centerline of stern.
B Condition: In place but in fair condition.

Note: The paddle is missing from the paddle wheel.
Note: The inboard port trimtab has a slight bend in it.

CONDITION OF HULL (Above water portion)

Topcoat: White gelcoat with black boot top and green accent stripe.
Condition: The hull has a shine and is in overall satisfactory condition.
The hull and deck are oxidized and need buffing and polishing.

CONDITION OF HULL (Underwater portion)

Bottom paint: Bottom had been painted with black antifouling paint.
The areas around the thru hulls had minimal marine growth.
B Condition: The bottom paint is in fair condition.
The hull bottom was in good overall condition, several small blisters were noted.

Note: The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (Note that the hull bottom cannot be tested in the way of the lifting slings.)

TRIAL RUN

The vessel was sea trialed on The Pacific Ocean for a period of approximately 30 min

Weather: Overcast, low 70's
Trial run Captain: Broker
In Attendance: Surveyor, buyer's broker, seller's broker, buyer, engine surveyor
B **Auto pilot test:** Tested by swinging 10º to port then 20º to starboard. Inoperative.
Trim tab test: Yes, tested by operation one tab at a time while observing the deflection. In good working order.
All steering locations: Yes

Notes: The auto pilot is inoperative. Diagnose and repair as appropriate.

Recorded engine performance at average speeds:

6.5 knots @ 1500 RPM
9 knots @ 2000 RPM
15 knots @ 2500 RPM

Cruise: 10 knots @ 2200 RPM

Note: Several variables affect vessel speeds & engine RPM. (vessel trim, weight/load, running gear & wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.)

Notes: The vessel did not reach wide-open throttle on seatrial due to radiator cap leaking on the port main engine.

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TENDERS

Type:	10' Avon Rover 10.3 RIB FRP rigid
HIN:	AVB34182L001
Reg. no.	CF 9552 PW
Outboard:	Yamaha Illegible , 4-stroke
HP:	4
Serial no.:	Illegible
Chocks:	Stainless steel, chocks
Condition:	All in serviceable condition.
Additional Equipment:	Fair condition

Notes: The tender was not operated during the survey.
Notes: Unable to test, the tendon davit due to remote, not being operational.

Tender



FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **"SAFETY"** should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessels safe and proper operating condition. The following recommendations are made in accordance with NFPA-302, ABYC and applicable USCG codes (***findings may also be in violation of U.S.C.G. regulations)***.

Deficiencies noted under **"OTHER DEFIENCIES" should** be corrected in the near future (completed within 12 months or sooner) so as to maintain standards and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

A: SAFETY DEFICIENCIES
B: OTHER DEFICIENCIES NEEDING ATTENTION
C: SURVEYORS NOTES AND OBSERVATIONS

A: SAFETY DEFICIENCIES

1. There is oil in the bilges. (Note: The Federal Water Pollution Act provides for stiff fines and/or imprisonment for ANY discharge of oil that causes a sheen, emulsion or sludge on or below the surface of the water, and the USCG is VERY actively enforcing these regulations.) The source of any leakage should be determined and repaired. The bilge must be cleaned of any oil before operating the bilge pumps.
2. The washdown pump thru hull valve is stiff and must be exercised on a regular basis so as not to be come frozen (immobile).
3. The VHF radio is inoperative. Diagnose and repair as appropriate.
4. A new MMSI number must be registered on you VHF radio with new owner's information. https://www.boatus.com/products-and-services/membership/mmsi.
5. The handheld fire extinguishers currently aboard appear to exceed service interval regulations and should be serviced or replaced in accordance with NFPA 10, section 4-4. A mandatory minimum of at least (2) handheld USCG type 5-B (ABC) fire extinguisher are required to comply with USCG Title 46 CFR fire extinguisher recommendations. A fixed machinery space fire extinguishing system can take the place of one required handheld, if properly serviced. (2) more handheld USCG type 5-B (ABC) fire extinguisher should be onboard.
6. Flares are good for 42 months. The distress signal kit (flare kit) aboard is outdated and must be replaced to comply with 33 CFR 175.130.
7. Kapok PFDs onboard should be periodically tested for leakage and discarded if leaking. Discard and/or replace. A throwable floatation device (type IV PFD) should be onboard to comply with 33 CFR 175.15.
8. Gas/fume detectors are recommended in all boats with an enclosed accommodation compartment per ABYC A-14 recommendations.
9. The Propane tank should be requalified per 49 CFR 180.209. (Get refilled at a certified Propane dealer.)
10. Bilge pumps with automatic controls shall be provided with a visual indication that the power is being supplied to the pump per ABYC H-22.8.14., No highwater alarm was observed. On vessels with an enclosed accommodation compartment, an audible alarm shall be installed indicating that the bilge water is approaching the maximum bilge water level, per H-22.7.3.
11. There are no documentation papers on board. Current papers must be kept on board as required by USCG documentation regulations.

B: OTHER DEFICIENCIES NEEDING ATTENTION

1. 110-volt GFCI receptacle in the head are not operating properly and must be repaired or replaced per NFPA 302 section 8-11.1 recommendations.
2. The A type fuel hoses are older than 10 years. Type A fuel hoses according to manufactures standards must be replaced every 10 years. replace accordingly.

3. The anchor chain has signs of corrosion. Inspect and replace as appropriate.
4. The ships compass is dry. Replace or repair as appropriate.
5. Bonding wires and connections were found to be corroded. Service as appropriate.
6. The house battery bank Per ABYC E 10.8.3 Battery, battery cables shall not be connected to the battery with wing nuts.
7. The raw water pump and heat exchanger on both the main engines have signs of “blooming” (slow saltwater leakage). Service the water pump, heat exchanger and raw water hoses, as necessary, repair or replace as appropriate., Several hose clamps throughout the engine compartment are significantly corroded and must be replaced.
8. It is recommended that the primary fuel filters have a heat shield installed when in and engine compartment.
9. The raw water pump and heat exchanger on the generator has signs of “blooming” (slow saltwater leakage). Service the water pump, heat exchanger and raw water hoses, as necessary, repair or replace as appropriate.
10. Several of the hoses have signs of deterioration and dry cracking. Replace as appropriate. (Gen exhaust)
11. The hull bottom paint needs refinishing.
12. The auto pilot is inoperative. Diagnose and repair as appropriate.
13. Zincs are more than 50% deteriorated. Replace at the next available opportunity.
14. The starboard cutlass bearing is worn and must be replaced at the next possible opportunity.
15. The generator coolant has congealed. Diagnose and repair as appropriate.
16. Both exhaust hoses and machine elbows appear to be leaking. Diagnose and repair is appropriate.
17. Both the main engine transmission oil coolers are significantly corroded. Diagnose and repair is appropriate.
18. The cooling hoses for the shaft glands were connected to the exhaust fittings are significantly corroded. Repair is appropriate.
19. The water pump on the port main engine is leaking significantly. Diagnose and repair is appropriate.
20. The engine mounts and mount bracket for the generator are significantly corroded and deteriorated. Replace is appropriate.
21. Several of the batteries are swollen. Replace as appropriate.
22. The fluid inside the high Nordic pump needs to be filled to the appropriate level.
23. The main engine started leaking coolant out of the radiator cap at 2300 RPM. Diagnose and repair as appropriate.
24. The starboard side of the tender cradle is damaged. Repairs appropriate.
25. The AC receptacle in the port head is missing a cover plate and has no power going to it. Diagnose and repair is appropriate.

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26. The lower helm rudder indicator is inoperative. Diagnose and repair is appropriate.
27. A propeller safety sticker was not observed and must be installed near the helm per ABYC requirements S-32 WARNINGS AND SAFETY SIGNSFOR BOATS, H-1.

C: SURVEYORS NOTES AND OBSERVATIONS

1. Empty the standing water from the engine room bilges. The source of any leakage should be determined and repaired as necessary.
2. Empty the standing water from the forward bilges. The source of any leakage should be determined and repaired as necessary.
3. The remote-operated spotlight is inoperative. Diagnose and repair as appropriate.
4. The refrigerator is inoperative. Diagnose and repair as appropriate.
5. Unable to test the tender davit due to remote not being operational.

STATEMENT OF OVERALL VESSEL RATING OF CONDITION

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

The following is the accepted marine grading system of condition:

Excellent (Bristol)	A vessel that is maintained in mint or Bristol fashion - usually better than factory new - loaded with extras - a rarity.
Above average	Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.
Average/ BUC	Ready for sale requiring no additional work and normally equipped for her size.
Fair	Requires usual maintenance to prepare for sale.
Poor	Substantial yard work required devoid of extras.
Restorable	Enough of the hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is:

Overall Vessel Rating: **AVERAGE CONDITION**

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VALUATION:

Valuations are the opinion of the surveyor and are intended to be used for insurance or financing purposes only. The surveyor has no interest in the vessel, financial or otherwise.

Replacement Values are derived from current prices for new boats of similar size, type, use, and construction quality.

Market 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 BUC ValuPro and NADA online price guides.

The terms “Market Value” and “Replacement Value” are defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Current local market values may vary widely from such valuation resources due to current local market conditions.

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:

$ 47,000.00

The **“ESTIMATED REPLACEMENT COST’** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. **“ESTIMATED REPLACEMENT COST”** of subject vessel is:

$ 570,000.00

Sold Boats Extract

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
38 ft	Bayliner 3888 Motoryacht	1990	$54,900	$53,000 (8/2020)	San Pedro, CA
38 ft	Bayliner 3888 Motoryacht	1990	$49,950	$49,995 (11/2020)	Isleton, CA
38 ft	Bayliner 3888 Motoryacht	1990	$53,950	$49,950 (5/2019)	Isleton, CA
38 ft	Bayliner 3888 Motoryacht	1990	$55,900	$47,500 (6/2023)	Stockton, CA
38 ft	Bayliner 3888 Motoryacht	1990	$44,900	$38,000 (8/2019)	Alameda, CA
38 ft	Bayliner 3888 Motoryacht	1990	$37,500	$24,000 (5/2019)	Discovery Bay, CA

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SUMMARY

In accordance the request for a marine survey of the 1990 Bayliner 3888, "Bare Necessities", for the purpose of evaluating its present condition and estimating the Fair Market Value.
I herewith submit my conclusion based on the preceding observations. The subject vessel was personally inspected by the undersigned, and subject to the correction of the deficiencies listed in section "Findings and Recommendations" **A.** and **B.**, **the vessel is considered to be suitable for her intended use**.
Other deficiencies on the list should be replaced or repaired in a timely manner.

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.

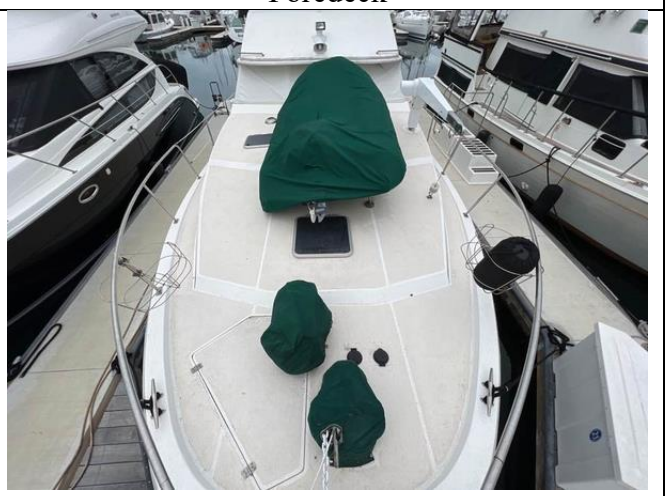
This report is submitted without prejudice and for the benefit of whom it may concern. **This report does not constitute a warranty**, either express or implied, nor does it warrant the future condition of the vessel. It constitutes a statement of my opinion based upon the conditions as I found them.

AGF 08-13-2023

Arran Flanagan
NAMS® Associate Marine Surveyor
Flanagan Marine Services

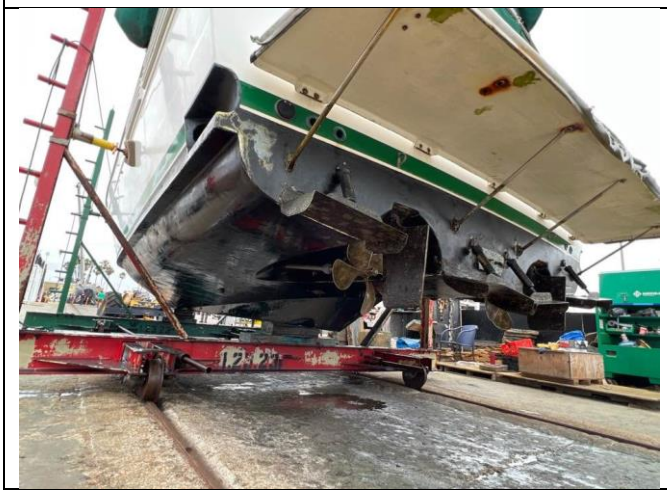
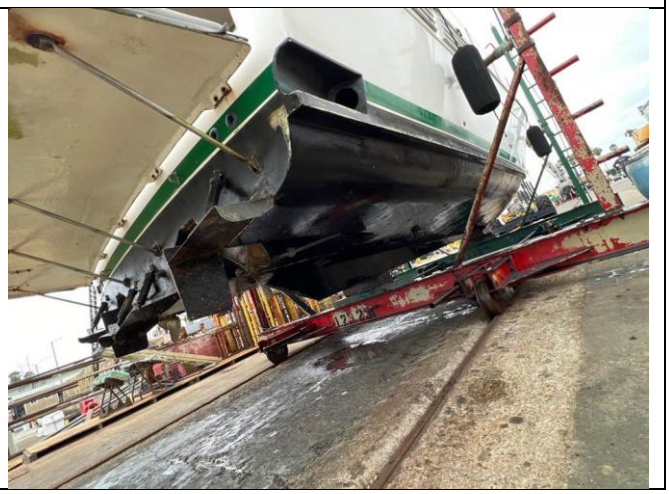
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THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Port bow	Starboard bow
	
Port stern	**Stbd stern**
	
Cockpit	**Foredeck**
	

Interior forward	Interior Aft
	
Galley	Lower helm
	
Forward cabin	Aft cabin
	

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Helm	Flybridge
	
Port bow	Starboard bow
	
Port stern	Starboard stern
	

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Propellers	
	
Forward bilge	Mid bilge
	
Engine room bilge	Aft bilge
	

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Deficiency	Deficiency
	
Deficiency	Deficiency
	

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