

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: October 31, 2022

Our file #: 22 – 20608web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on October 28, 2022 while the vessel was on a trailer at removed for privacy and XXX (client), XXX (owner) and Kells Manthei (surveyor, SAMS SA) attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

VESSEL DESCRIPTION

Builder:	Bayliner Marine	Reg. #:	Removed for privacy
Model/type:	185 / bowrider	HIN:	Removed for privacy
Year:	2013	Engines:	One MerCruiser
Length:	19' 8"	Weight:	Unknown
Draft:	2' 6"	Dry weight:	2,368 lb. *
Beam:	7' 3"		* sailboatdata.com similar vessel data

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, single hard chine, three lifting strakes per side, white gelcoat

Topsides & transom: Molded fiberglass construction, unknown core, blue over white gelcoat, black rub rail

Decks & superstructure: Molded fiberglass construction, fiberglass over plywood (apparently), grey carpet, molded nonskid deck surface

Deck hardware: Three sets of cleats, bimini top, windshield, swim step

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Fiberglass over plywood bulkheads

Layout/interior components: Bow rider, cockpit seating aft, engine located below aft bench seat, helm to starboard forward, bow seating

Bilge: Holding minimal water

Comments: The vessel was inspected while on a trailer. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory – good condition, except where noted. There are scratches forward of amidships on the hull bottom. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory – good structural and cosmetic condition, except where noted. The California decals are not applied. Equipment has been removed from either side of the transom and repairs have been performed (the current owner reported that the vessel used to have a bait tank installed and that is where the water pumps for the tank were installed). The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. There is cracking on either side aft in the cockpit located below the cockpit seats and an audible sound difference was noted when percussion testing these areas. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches were opened and closed. Overall the deck hardware is in satisfactory condition. There are repairs to port on the swim step. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-

built” condition. There is cracking on top of the partial bulkhead forward of the engine. The bilge is holding minimal water; the origin of the water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Main engine: One MerCruiser MCM 3.0 Liter, 101 Kw @ 4400 – 4800 rpm

Engine application: Gasoline, four cylinders, raw water cooled

Serial number: 2A054575

Transmission: Outdrive application, MerCruiser Alpha One, ratio 2.00, transom serial number 2A103598, drive serial number 2A114898

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, single lever controls, single helm

Exhaust systems: Outdrive application

Propulsion gear: Aluminum three blade right hand propeller, 832830A45 19P

Steering system: Teleflex mechanical steering, single helm

Ventilation: One blower, natural

Location of through hulls: Transom drain plug

Bilge pump: One Tsunami T-500 submersible electric pump in the engine room

Comments: The engine and outdrive/transmission were visually inspected and tested while on a trailer only. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. No hour meter was seen. No audible alarm was heard for the engine. The external surface and peripheral components of the engine and outdrive appear satisfactory. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propeller and outdrive were visually inspected. The propeller was percussion tested and visually inspected. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blower was energized. The electric bilge pump was energized with its toggle switch. No float switch was seen for the bilge pump. The current owner reported the bilge pump has a built-in float switch; this was not tested due to limited access and requiring the pump to

be removed from its mount. No indicator light was seen for the bilge pump.

Summary: Satisfactory

TANKAGE

Fuel: 28 gallon capacity in one plastic tank below the cockpit

Fill & vent: USCG type A2 fill hose (2013), USCG type A1 vent hose (2013), fuel fill fitting to starboard aft on the hull side, marked with a “gasoline pump”

Feed: USCG type A1-15 (2013), Quicksilver fuel water separator

Comments: The fuel system including the tank, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory – good condition. The condition and age of the fuel and the integrity of the tank (fuel) and hoses is beyond the scope of this survey. Please consider filling the tank for a simple, practical test of its integrity. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

DC system: 12 volt system, one Super Start 24DCMS 12 volt wet cell battery secured in a plastic tray below the port aft cockpit seat

Wiring: Suitable multi-strand wires

Circuit protection: DC toggle switches with fuses at the helm

Comments: The electrical system including the batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory – good condition, except where noted. There is no battery switch installed. There is no terminal protection on the battery. The starboard speaker frame is damaged and both centers of the speakers have “fallen in”. The condition of the batteries is beyond the scope of this inspection.

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (2013)

Flotation devices: Two adult type II, one adult type III, one type IV

Horn/distress flares: Electric horn, no flares

Navigational/anchor lights: Combination bow light, removable all-around / anchor light

Anchor & ground tackle: Sea Sense #8 anchor with chain and line rode, Navy type anchor with line rode

Comments: Safety equipment for fire fighting protection appears satisfactory, however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal and protected waters use. There are no current distress signal flares aboard. A suitable sound signaling device was seen. Garbage and oil placards were not seen. The navigational and anchor lights are properly arranged and installed. The all-around/anchor light was “flickering”. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. The securing strap for the boarding ladder is broken.

Summary: Satisfactory – Marginal

ACCESSORIES

Boarding ladder, back-to-back chair, engine instruments include tachometer, oil pressure, water temperature and volts, fuel level gauge, speedometer

Trailer information: caravan trailer model /TRA/REM, VIN SKTBS211XDF660355, single axle, winch, jack stand, brake lights, California license plate 4VD1300

SUMMARY

The vessel is a production fiberglass bowrider equipped with a single gasoline inboard/outdrive engine. The vessel was built in the USA. The owner reported that he received the vessel as a gift approximately one – two months ago in Oregon and brought the vessel down to California. He reported that the engine and outdrive are original. The vessel has no antifouling paint. The current owner provided no disclosures and had no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected on a trailer. The engine was briefly test operated on the trailer only and no sea trial was performed. The outdrive was touched into gear and was throttled up in neutral. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal and protected waters cruising vessel.

Overall Summary: Satisfactory – Good

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE

XXX

**NEW REPLACEMENT
VALUE**

XXXX

INVESTMENT

XXXX

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices, Yachtworld.com and boattrader.com current listings below. Our research yielded limited comparable listings, so our research was expanded to include other states and similar models. The 2012 Bayliner 185 that sold for \$23,000 in June 2022 in Milton, WA, the 2014 Bayliner 185 that sold for \$23,000 in May 2022 in Cincinnati, OH and the 2012 Bayliner 185 that sold for \$15,886 in February, 2021 in Canada are equipped with larger 190 h.p. engines; larger engines typically hold more value. All similar vessels in the Soldboats.com data were sold with trailers. The 2013 Bayliner 185 listed in Oceanside, CA is the surveyed vessel. The data indicates that Bayliner 185 bowriders equipped with the 130 h.p. engine sold for a lower average on the West Coast than the East Coast. The values of vessels have continued to be influenced due to the Covid-19 induced demand; the future of the value spike is unknown.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
18	Bayliner 185 Bowrider	2012	22-Jun-22	23,000	24,995	Milton, WA, USA
18	Bayliner 185 Bowrider	2013	12-Apr-21	15,500	15,995	Milton, WA, USA
18	Bayliner 185 Bowrider	2013	9-Apr-21	15,000	15,995	Milton, WA, USA
18	Bayliner 185	2012	12-Feb-21	15,886	16,764	Nanaimo, BC, Canada

	Bowrider					
18	Bayliner 185 Bowrider	2013	9-Jul-20	16,280	16,995	Bellingham , WA, USA
18	Bayliner 185 Bowrider	2012	24-Jun-22	15,900	15,900	Hennepin, IL, USA
18	Bayliner 185 Bowrider	2014	9-May-22	23,000	23,900	Cincinnati, OH, USA
18	Bayliner 185 Bowrider	2013	31-Mar-22	19,995	19,995	Peninsula, OH, USA

1. Save 2013 Bayliner 185 Bowrider

2013 Bayliner 185 Bowrider \$18,200

Oceanside, CA 92056

Private Seller

Bayliner 180 Bowrider

US\$14,900 *

18 ft / 2012

Ruskin, Florida, United States

All Florida Yacht Sales

[Request Info](#)

Bayliner Boats 175

US\$18,495 *

17 ft / 2013

Waterford, Michigan, United States

SkipperBud's - Cass Lake Marina

[Request Info](#)

Bayliner Boats 175BR

US\$14,995 *

17 ft / 2013

Pewaukee, Wisconsin, United States

SkipperBud's Pewaukee

Save2012 Bayliner 185 Bowrider

2012 Bayliner 185 Bowrider \$19,999

Houston, TX 77038

Rinker's Boat World

Save **2014 Bayliner 185**

2014 Bayliner 185 \$24,900

Little Rock, AR 72209

Offered By: Export Marine Inc.

CONTACT SELLER

1. Save2013 Bayliner 185

2013 Bayliner 185 \$22,750

Anoka, MN 55303

Pop Yachts

Save2012 Bayliner 185 Bowrider

2012 Bayliner 185 Bowrider \$17,500

Hennepin, IL 61327

Hennepin Marine Inc.

LIVE VIDEO TOUR CONTACT SELLER

1. Save2013 Bayliner 185 Bowrider

2013 Bayliner 185 Bowrider \$21,200

Pensacola, FL 32507

Harbor View Marine

2.

3. Save 2014 Bayliner 185 Bowrider

2014 Bayliner 185 Bowrider \$18,995

Syracuse, IN 46567

Main Channel Marina

4. Save 2014 Bayliner 185 Bowrider

2014 Bayliner 185 Bowrider \$24,000

Johnson City, TN 37615

Rockingham Marine - Johnson City

5. Save 2012 Bayliner 185 Bowrider

2012 Bayliner 185 Bowrider \$12,995

Ocala, FL 34475

Offered By: Miller's Marine

CONTACT

6. Save 2012 Bayliner 185 Bowrider

2012 Bayliner 185 Bowrider \$17,500

Glenwood Landing, NY 11547

Pop Yachts

7. Save 2014 Bayliner 185

2014 Bayliner 185 \$25,995

Bangor, ME 04401

Harvey RV & Marine

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide federally required, approved and current distress signal flares.
3. The all-around / anchor light "flickered" when tested. Service and replace components and prove the all-around/anchor light properly functional.
4. Determine the significance of the cracking about the partial bulkhead forward of the engine and address appropriately.
5. Install a battery switch per ABYC recommendations.
6. Install terminal protection on the battery's terminals per ABYC recommendations.
7. No audible alarm was heard when starting the engine. Service or replace components and prove the alarm properly functional.
8. There is no indicator light for the bilge pump. ABYC recommends an indicator light be installed on the bilge pump. Address appropriately.
9. Apply the current CF decals and keep the current registration aboard per federal regulations.

SECONDARY

1. No float switch was seen for the bilge pump. The current owner reported that the bilge pump has a "built in" float switch. Assure that the bilge pump functions in its automatic mode (if present) or we strongly recommend installing a float switch and proving the bilge pump functional in an automatic mode.
2. Replace the securing strap for the boarding ladder.
3. The starboard speaker frame is damaged and both centers of the speakers have "fallen in". Address as desired.
4. Address the repairs on either side of the transom and to port on the swim step as desired.
5. Address the scratches on the hull bottom forward of amidships as desired.
6. Cracking was seen on either side aft in the cockpit. Located below the cockpit seats and an audible difference was noted when percussion tested. Determine the significance of the cracking and audible differences and address appropriately or as necessary.

7. The following components were not tested or inspected; speedometer, wide open throttle, bimini top, all functions of entertainment devices (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our 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/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our 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/we 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. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



October 31, 2022

By: Mr. Kells Manthei, SAMS SA

Date