



NORTHWEST MARINE SURVEY



David O'Neill – C.M.S.

CONDITION AND VALUATION SURVEY REPORT

This report is prepared subject to the terms and conditions on the last page.



M/V "Babble On"



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Vessel Name:	M/V "Babble On"	Date of Survey:	10/7/2025
Hauled:	No	Afloat:	Yes, [REDACTED]
Location:	N/A	Official No.:	1151325
Home Port:	Portland, Oregon	Hull No.:	WELC2957B787
Requested by:	[REDACTED]		
Email Address:	[REDACTED]	Phone:	[REDACTED]
Owner:	[REDACTED]		
Builder:	Wellcraft Marine Corp.	Designer:	Wellcraft Marine Corp.
		Model Year:	1987
Vessel Type:	Twin Inboard Diesel Express Cruiser	Displacement:	22,000 lbs.
LOA:	45'7"	LWL:	U/K
		Beam:	14'6"
		Draft:	3' 1"

HIN:



CONSTRUCTION

Hull: Solid and cored FRP laminates
Superstructure: Solid and cored FRP laminates

ENGINES

Fuel: Diesel **Make:** 2-Caterpillar 3208TA **HP:** 375 **Indicated Hours:** 1209/1181
Cooling: Closed cooling **Exhaust:** Wet, through hull
Ventilation: Forced and Natural **Fuel Filters:** 2-Racor 900MA
Serial No.: Port: 01Z06510 Starboard: 01Z07708

STEERING SYSTEM

Tiller Type: No **Wheel Type:** yes **Stations:** 1
Equipment: Teleflex hydraulic
Rudders: (2) Semi-Balanced inboard mounted
Material: U/K **Stuffing Box:** Yes **Bearings:** no

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EXTERIOR EQUIPMENT

Windlass: 12-volt Maxwell-Nillson single direction
Trim Tabs: Bennett 12-volt hydraulic **Bow Thruster:** none
Other: Dual trumpet horn 12-volt, Cockpit canvas top with isinglass enclosure, 12-volt remote controlled spotlight, Dual 12-volt windshield wipers, Rail mounted fender holders, Custom LED courtesy lights, Docking lights, 6" Brass bell

THRU-HULL FITTINGS:

Material: Bronze **Valves:** 1/4 turn ball

BILGE:

Water: 2" forward and aft **Oil:** forward **Fuel:** none **Debris:** yes
Pumps: (2) Rule 2000 GPH Automatic 12-volt submersible with high water alarm and counter

WASTE SYSTEM

Techma Freshwater electric flush toilet, 35 gallon polypropylene holding tank, 12 volt macerator

FUEL TANKS

Quantity: 2 **Capacity:** 436 gallons **Material:** Aluminum
Shut-off: yes **Vents:** yes **Secured:** yes **Grounded:** yes

WATER TANKS

Quantity: 1 **Capacity:** 100 gallons **Material:** Polypropylene
Shut-Off: faucets **Vents:** yes **Secured:** yes

WATER SYSTEM

Fresh: yes **Manual:** no **Pressure:** 12-volt **Outlets:** 3
Raw: no **Manual:** no **Pressure:** — **Outlets:** —
Water Heater: 115-volt **Size:** 11-gallons **Pressure Relief:** 150 psi

ELECTRICAL SYSTEM

Batteries & Voltage: (4) Group 31 12-volt sealed, (2) Group 31 sealed lead acid, Group 27 Lead Acid 12-volt
Main Disconnect: Rotary x 4 **Inverter:** Freedom 20 **Grounded:** yes
DC Circ. Protection: Circuit Breakers **DC Wiring:** Insulated Copper
AC Circ. Protection: Circuit Breakers **AC Wiring:** Insulated copper **Shore Power:** Dual line 30A
Battery Charger: Xantrex Truecharge 2 **Other:** (2) 30 A 50ft. shore power cords
Auxiliary Generator: Onan 8MDKD S/N: K860856244 Hours: 688

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FIRE EXTINGUISHERS

Hand Units:	4-Type B:C Dry chemical		
Date Tested:	1996	Condition:	charged
Automatic System:	Fireboy FE-241 with discharge tester		
Date Tested:	1987	Capacity:	U/K

GALLEY EQUIPMENT

Stove:	Seaward Princess electric	Fuel:	Alcohol		
Other:	Dual tub stainless steel sink, Litton microwave, Black and decker spacemaker, Nutone blender				
Tanks:	None	Shut-off Valve:	—	Secured:	—
Propane Shut-Off Valve:	—	Ice Box:	none	Reefer:	none
Refrigeration Equipment:	Norcold AC/DC				

NAVIGATIONAL EQUIPMENT AND ELECTRONICS

Compasses:	Richie 5" Powerdamp	Auto Pilot:	Raymarine ST6002
Depth Sounder:	Raymarine C-120		
Radios:	Standard Horizon Eclipse + VHF, Icom ICM45 VHF		
AIS:	Raymarine C-120	GPS:	Raymarine C-120
Radar:	Raymarine C-120	Plotter:	Raymarine C-120
Knotmeter:	Raymarine C-120, Raymarine ST60		
Log:	none		
Other:	Raymarine wind meter, Engine synchronizer, Rudder angle indicator		

GROUND TACKLE

Anchors:	Galvanized Danforth Navy Type 35 lb.		
Chain:	3/8" galvanized	Line:	5/8" Nylon Rode

ENTERTAINMENT EQUIPMENT

Homeworx digital converter
JVC 32" TV on mount
Magnavox Blu-ray player
JVC AM/FM Receiver
JVC subwoofer, amplifier and 4-6" speakers

ADDITIONAL EQUIPMENT

4- Perko sea strainers
Wellcraft sea water, interior and exterior temperature monitors
PVI/PSS shaft seals
Water and waste level lights
Multiple Type 2 adult PFDs
Groco ARG-750 sea strainer
Handheld horn
Olin flare kit (expired)
First aid kit

VALUATIONS

Vessel's Estimated Fair Market Value:	\$ 35,000.00
Replacement Value with Like Used Vessel:	\$ 44,000.00
Replacement Value with Like New Vessel:	\$ 870,000.00

CONDITION: Good

The Fair Market Value is the amount in US dollars a willing, informed buyer would pay a willing, well informed seller in an open market, neither being compelled to buy or sell, given a reasonable amount of time to sell. It is the value of this vessel as is, where it is. Values are based upon the following: actual selling prices of similar vessels from the NWMS database, various pricing guides, comparables research and the opinions of other marine industry professionals.

The Replacement Value with Like Used is the likely value of this vessel with all significant Findings And Recommendations resolved in a satisfactory manner.

The Replacement Value with Like New is the estimated cost to replace with a similar, new vessel. In many cases, a particular model is no longer in production and the estimation is based upon similar new vessels currently available.

JD POWER BOOK VALUE

J.D. POWER



1987 Wellcraft Marine Corp PORTOFINO
43/EX Values

Pricing & Values

[View Options & Add-Ons](#) [Info & Definitions](#)

Suggested List Price (MSRP) ⓘ		N/A
Base Price		\$27,750
Options		+\$7,680
Engine		+\$4,280
Low Retail Value ⓘ		\$39,710
Base Price		\$31,400
Options		+\$8,715
Engine		+\$4,280
Average Retail Value ⓘ		\$44,395 x

FINDINGS AND RECOMMENDATIONS
(*Immediate Attention is Required)

*A. Line 2 shore power cord end and inlet are burnt.

Recommendation: Replace the shore power cord and inlet.

*B. The center deck hatch tensioner is seized and cannot be opened.

Recommendation: Prove this hatch opens and closes.

*C. The red and green navigation lights are inoperable

Recommendation: Prove the vessel has operable navigation lights (USCG Requirement)

*D. The dry chemical fire extinguishers are past the end of their lifespan. The automatic unit discharge light is not illuminated.

Recommendation: Install 3 new fire extinguishers located in the salon, and cockpit.

Mount the units horizontally if possible in readily accessible areas. Have the bilge unit inspected as well to ensure it is operable.

*E. The vessel lacks CO and smoke detectors.

Recommendation: Install a CO/smoke detecting unit in the salon and forward cabin

*F. The courtesy light wires at the cabin entry step are pulled tight.

Recommendation: The courtesy light wire needs to be extended.

*G. The forward bilge pump is inoperable

Recommendation: Make the necessary repairs to prove the pump is operable automatically and manually.

*H. The PYI shaft seals are past due for the rider seal and boot replacement.

Recommendation: Have the seals attended by a qualified marine repair facility.

*I. The port side aft exterior exhaust cover through hull bolts are seeping water into the bilge.

Recommendation: Repair/rebed the leaking through bolts.

*J The starboard exhaust is leaking in the interior at the through hull flange.

Recommendation: Repair the leak and prove the exhaust system is leak free.

*K. The distress signal kit is expired.

Recommendation: Install a valid aerial distress signal kit. (USCG requirement)

*The resolution of the above asterisk items is considered essential for the continued safe use or operation of this vessel.

GENERAL NOTES:

1. A mechanical inspection nor a sea trial was performed by this surveyor.
2. The intended use of this vessel is the intercoastal waterways of the Pacific Northwest and California.
3. The owner [REDACTED] was present for the inspection

REPORT

This 1987 Wellcraft 43 Portofino was attended on October 7, 2025, in Portland, Oregon. The vessel was surveyed while in the water at [REDACTED]. In my inspection, I found the vessel to be in good condition structurally. Cosmetically, the interior is in original condition. The superstructure exterior gelcoat is dirty but in good condition. I believe this vessel will be a good insurance risk after the immediate items, indicated with (*) are attended. All items are in good working order unless otherwise noted.

SURVEY LIMITATIONS

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does not represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents. Use of this report to gain financing, insurance, or to close in the purchase of the vessel contained in this report, shall thereby stand as acceptance of the terms and conditions contained in these Survey Limitations. The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC): Title 33 and 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, but complete compliance with all such standards is not guaranteed. Findings reflect conditions observed at the time of the survey, and only deficiencies were noted.

The American Boat and Yacht Council "standards and recommendations" are defined by reference to "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association, to complement, the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are voluntary but are highly recommended by this surveyor. The recommendations are based on the Regulations of the United States Coast Guard (USCG), as well as the voluntary standards and guidelines of the American Boat & Yacht Council (ABYC), and my opinion based on knowledge and experience.

This report is a statement of the surveyor's opinions of conditions aboard the vessel at the time of survey and is based on a visual inspection of accessible areas. There has been no destructive testing, nor any removal of bulkheads, fastened paneling, or any part of the vessel's structure or equipment.

Machinery will be visually inspected without disassembly, and tanks inspected only on visibly accessible surfaces and without opening fastened access ports. The rigging was visually inspected at deck level only. The rigging observations in this report do not constitute a rigging survey. If a rigging survey is desired, then a suitable rigging company should be contacted.

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The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents. During maintenance, modification, or repairs to the boat, and through the use of the boat, additional conditions will be discovered that were not evident at the time of survey. Discoveries of this nature are a normal aspect of boat ownership. There has been no water testing for leakage at deck hatches and fittings; leakage at these installations is common on new vessels and especially common on seasoned vessels. Interior spaces of any boat are subject to mildew and mold formation, which is hazardous to persons sensitive to these conditions. This hazard can be minimized with a routine of thorough cleaning and proper ventilation of all interior living and storage spaces on the vessel.

Testing the vessel in the water under load, if performed, shall be referred to with the generic term "Sea Trial". This term has no bearing on the wind or weather conditions, or body of water upon which the vessel was tested and provides no guarantee of how the vessel will perform under different conditions, upon different waterways and in different weather conditions. Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed.

SURVEY LIMITATIONS (continued):

Acceptance and use of this report acknowledges the client's understanding that Northwest Marine Survey does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the surveyor/consultant may suffer or incur (either directly or indirectly) in the course of the services under these conditions. Notwithstanding the above clause, in the event that the client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis the Surveyor's/Consultant's charges.

SURVEYORS CERTIFICATION:

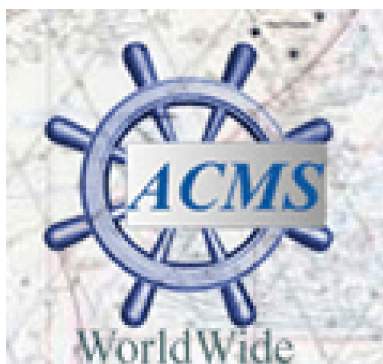
I certify to the best of my knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, 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.



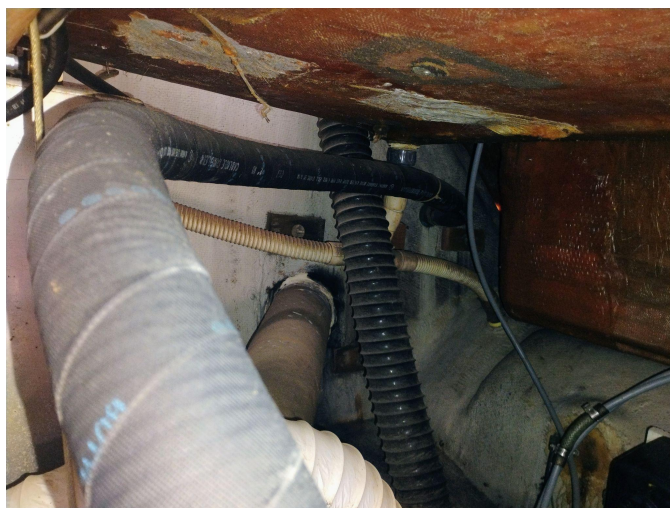
David O'Neill
Marine Surveyor

10/7/2025
Date

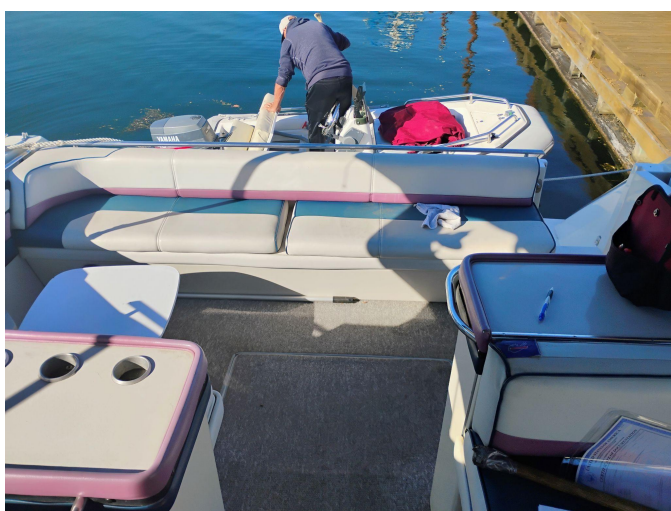
Member: ACMS
Association of Certified Marine Surveyors



ADDITIONAL PHOTOGRAPHS



ADDITIONAL PHOTOGRAPHS



END OF THE REPORT