VdV Marine Survey

2006 22' Cobalt 220

"Bowrider"



Van der Vliet Marine, LLC

[redacted]

[redacted]

[redacted]

Condition & Value Report of Marine Survey

Of the Vessel

"Bowrider"

2006 22' Cobalt 220

Conducted By
Cpt. Mark Van der Vliet

Van der Vliet Marine, LLC
(206) 761-8111

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Prepared For

[redacted]

Date Of Survey: October 26, 2026
Report Submitted On: October 26, 2026

SOCIETY OF ACCREDITED MARINE SURVEYORS, SA #299
American Boat and Yacht Council Standards Advisor

INTRODUCTION

Purpose & Scope

Acting at the request of [redacted], Mark Van der Vliet did attend onboard the 2006 22' Cobalt 220 "Bowrider" on October 26, 2026 to conduct a Condition & Value Report of Marine Survey.

55 °F, overcast, rain. It was rainy/wet for the duration of the survey, which hindered the use of a moisture meter on some of the vessel's exterior surfaces.

The Hull Identification Number FGE22389D606 was verified.

I certify that the photographed image of the vessel's Hull Identification Number (HIN), which appears below in this report, is true and accurate and was taken on the date indicated below.

The reason for the survey was to ascertain the physical condition and value of the vessel. A trial run was not requested or performed and the vessel was not hauled for inspection of the exterior wetted surfaces and running gear. The vessel was inspected at its mooring.

DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engine or transmission, nor the propulsion system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied, nor does it

warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Condition & Value Report of Marine Survey:

APPEARED: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

POWERED UP: Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

Use of the letters "**A**" or "**B**" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section, pertaining to the lettered item. *PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.*

Deficiencies noted under "**A**" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "**B**" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

ENGINE SURVEY

There was no mechanical/engine survey performed during the hull survey. It is highly recommended and understood that the propulsion and auxiliary power systems (engine, transmission) be inspected by their respective manufacturer's certified technician to determine their condition.

REPORTED VESSEL DISCLOSURE COMMENTS

The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

GENERAL INFORMATION

General Survey Information

FILE NUMBER	VdV-3171
TYPE OF SURVEY REQUESTED	Condition & Value Report of Marine Survey
SURVEY REPORT PREPARED FOR	[redacted]
SURVEY DATE/TIME	Survey inspection performed on October 26, 2026 from 9am - 12pm.
LOCATION OF SURVEY INSPECTION	[redacted] Bellevue, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet.
VESSEL OWNER	[redacted]

General Vessel Information

VESSEL BUILDER	Cobalt
HIN (HULL IDENTIFICATION NUMBER)	FGE22389D606



MODEL YEAR	2006 (per Hull Identification Number)
YEAR BUILT	2006 (per Hull Identification Number)
STATE REGISTRATION NUMBER	WN7703NT (the affixed decal was expired)



VESSEL MATERIAL	Kevlar-reinforced Fiberglass
LENGTH OVERALL (LOA)	22' (per manufacturer)
BEAM	8' 6" (per manufacturer)
DRAFT	36" (drive down, per manufacturer)
WEIGHT	3,980 lb Dry. (per manufacturer)
INTENDED USE	Donation.

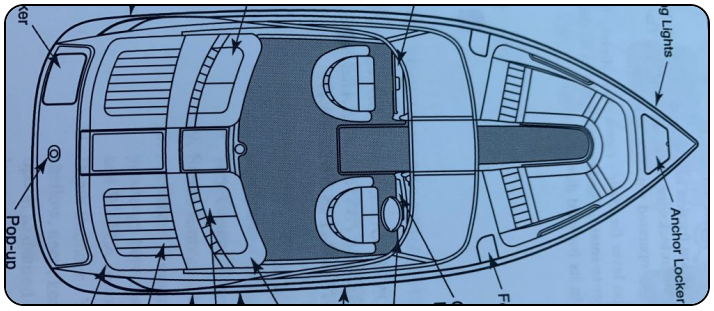
Rating & Valuation Summary

VESSEL OVERALL RATING	**AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$27,850 per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$129,500 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

Open design bow flows aft through the centerline windshield and gate to the cockpit with starboard helm and port crew seat. Crew seating aft and lounge seating at transom.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Modified-V, planing type.

HULL MATERIAL

FRP (fiber reinforced plastic), with reportedly Kevlar reinforced Z-thane barrier coat.

EXTERIOR FINISH

White and blue gelcoated hull.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well-kept with no significant wear & tear observed.

TRANSOM

Open design on deck.

HULL RIGIDITY

Hull stiffness was provided by a FRP liner with a structural grid system bonded to the hull. Appeared serviceable.

BILGES

A coated surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges were mostly clean and dry during the survey.

CHAIN LOCKER DRAINAGE

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

BILGE LIMBER HOLES

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

SWIM PLATFORM

Fiberglass swim platform. Found secure.

BOARDING SWIM LADDER

A telescoping stainless steel boarding ladder was installed at the port swim platform. Appeared fit for intended use.

Deck Arrangement

DECK MATERIAL

FRP (fiber reinforced plastic) with textured nonskid. Appeared serviceable.

PHENOLIC TESTING

A phenolic hammer percussion sounding was performed on the accessible areas of the deck and superstructure with no abnormalities noted.

RUB-RAILS

PVC plastic composite compression rail with stainless steel striker strip. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail or missing striker screws were sighted.

HULL-TO-DECK JOINT TYPE

Overlapping 'shoe box' type joint. No visible indications of movement, separation, or water intrusion noted in the accessible areas inspected.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

CLEATS

Cleats throughout the vessel were stainless steel horn type. The cleats were found to be secure.

EXTERIOR COVERS

Black sunbrella-type fabric boat covers. Appeared serviceable.

EXTERIOR DECK ACCESS HATCHES

FRP foredeck chain locker, midship blge, and engine hatches. The deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

Centerline cockpit deck drain. The drains were clear and unobstructed where sighted.

EXTERIOR SEATING

Vinyl helm seating, bench seating. Appeared serviceable.

EXTERIOR STORAGE

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

FENDERS

One (1) fender sighted onboard.

GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were clean and well maintained where sighted.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior hardware.

MOORING LINES

None sighted. Highly recommended.

SKI/TOW HOOK

Stainless steel pop-up tow post at centerline transom. Appeared fit for intended use.

TRAILER U-BOLT

Stainless steel lower bow towing bolt and lower transom port/starboard tow eyes. Found secure.

WINDOWS

The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Two (2) tempered glass windshields with one (1) centerline walk-through windshield. No damage or cracks observed. Demonstrated.

Ground Tackle

ANCHORS

Galvanized danforth anchor. Appeared serviceable. The anchor was ready to deploy and its shackle bolt was properly secured with to prevent accidental anchor loss.

ANCHOR RODE TYPE

Approximately 25' Of 5/16" Galvanized chain and 100' stranded nylon line. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Volvo Penta 5.7 OSXi-E.



ENGINE HORSEPOWER

320 hp.

NUMBER OF CYLINDERS

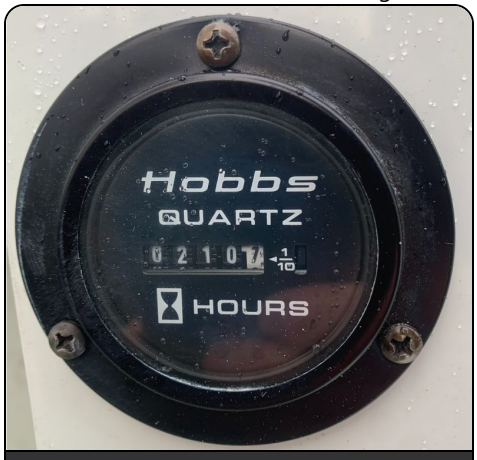
Eight (8) in a V configuration.

ENGINE STARTER VOLTAGE RATING

12 volt starting voltage.

ENGINE HOURS

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



Engine hour display

ENGINE SERIAL NUMBERS

4012106580 (per data tag).



ENGINE LABELS & NOTICES



ENGINE DISPLAYS

Tach/Water temp/Volts/Oil pressure/Fuel/trim gauges. Powered up.

THROTTLE & SHIFT CONTROLS

Volvo Penta mechanical single lever/cable type.

ENGINE EXHAUST SYSTEM

Wet, water-cooled exhaust; exhaust gases and cooling water discharged through sterndrive. All wet exhaust hose ends and joints were secured by two (2) non-overlapping stainless-steel hose clamps (ABYC P-1).

ENGINE COOLING SYSTEM TYPE

Seawater intake through sterndrive, supplied to engine-driven raw-water pump and heat exchanger. Freshwater closed-loop cooling with raw-water heat exchanger. No significant corrosion or leakage were observed on the engine cooling system components.

MAIN ENGINE COOLANT LEVEL

The engine coolant recovery expansion tank's level was low. Fill to manufacturer specifications, as necessary.

MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

ENGINE DRIVE BELTS

The belts appeared properly tensioned and fit for intended use, with no excessive belt dust sighted.

EMERGENCY ENGINE SHUTDOWN

Engine shutdown pull clip with lanyard was located at the helm ignition (required test/prove).

ENGINE BED MOTOR MOUNTS

Adjustable resilient elastomeric isolation mounts on cored fiberglass engine bed risers. Rubber isolators appeared intact with no obvious cracking, separation, or collapse. Appeared serviceable.



Motor mount



Motor mount

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Inboard/outboard sterndrive.

DRIVES

XDP-B 1.96.

The drive housing and hydraulic lines appeared serviceable.

DRIVE SERIAL NUMBERS

4251005848 (per data tag).

TRIM/TILT PUMP RESERVOIR

The hydraulic pump reservoir was full. No leaks observed.

I/O TRIM/TILT

The sterndrives' trim/tilt was demonstrated.

HEAT EXCHANGERS

Raw water heat exchanger. Appeared serviceable.

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

Attwood Turbo 4000 12VDC engine compartment blower. Powered up.

HOSES

The hoses appeared serviceable where sighted.

HOSE CLAMPS

The hose clamps appeared serviceable where sighted.

TRANSDUCER

The transducer was found secure in the bilge.



transducer

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline.

FUEL TANK MATERIAL

Unknown due to access.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

50 gallons, per manufacturer.

FUEL LEVEL MONITORING

An analog fuel gauge was at the helm. Powered up.

FUEL TANKAGE SECURING

The fuel tank was framed in where sighted. The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION

Reportedly, Centerline in the cockpit bilge.

FUEL FILL LOCATION

Starboard hull side.

FUEL FILL MARKING

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

FUEL TANK VENTILATION

Hull side. Appeared serviceable.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted. Appeared serviceable.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted. Appeared serviceable, where sighted.

MAIN ENGINE PRIMARY FUEL FILTERS

Volvo Penta 3862228 engine mounted, spin on canister type filter/water separator. Appeared serviceable. Date unknown.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic.

NUMBER OF STEERING STATIONS

One (1). The helm station was demonstrated.

STEERING HOSES/LINES

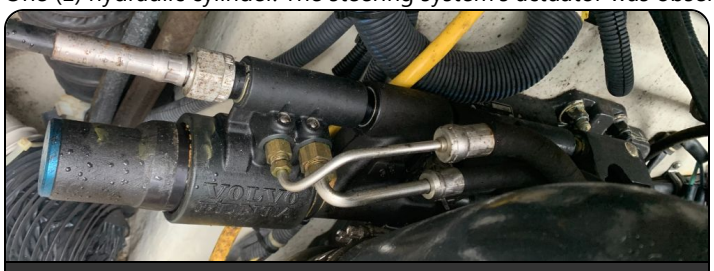
Reinforced flexible hoses with metallic fittings. No hydraulic fluid leaks were observed.

STEERING FLUID RESERVOIR PRESSURE

The steering fluid level was normal.

STEERING SYSTEM ACTUATORS

One (1) hydraulic cylinder. The steering system's actuator was observed to operate smoothly. No hydraulic fluid leaks were observed.



steering system's actuator

STEERING SYSTEM MOUNTING

The steering ram was well secured with no lateral movement observed during the steering test.

ELECTRONICS & NAVIGATION EQUIPMENT

DEPTH DISPLAY

Digital depth gauge at helm. Powered up.

SEAWATER TEMPERATURE DISPLAY

Digital air/water gauge at helm. Powered up.

SPEED DISPLAY

Analog speed display at helm (required test/prove).

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: group 24 12 volt flooded lead acid 1000 MCA battery. No date tag sighted.
Start: group 24 12 volt flooded lead acid 690 MCA battery. No date tag sighted.

FLOODED LEAD ACID HYDROMETER TEST

Hydrometer Readings taken with Unitec 74274 Battery Hydrometer Hydro Volts tester.
Results: House 1.220, Start 1.235.
Note: a reading between 1.275 to 1.299 indicates a full charge, while below 1.200 indicates a discharged battery. All cells in a battery should be within 0.05 of each other.



House hydrometer test



Start hydrometer test

BATTERY SWITCHES

One (1) rotary Blue Sea Systems ON/OFF/Both switch. Demonstrated.

DC ELECTRICAL SYSTEM MONITORS

Analog voltage gauge at helm. Powered up.

DC POWER OUTLETS

12 volt outlets (tested with ~12.8 volts).



12 volt outlet

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

DC system is properly grounded to the engine.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

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

CABIN APPOINTMENTS

Interior

INTERIOR STORAGE

The lockers were operational at the time of survey.

CABIN SOLE FOUNDATION

Gelcoated fiberglass cabin sole liner. Found secure.

Interior Systems & Equipment

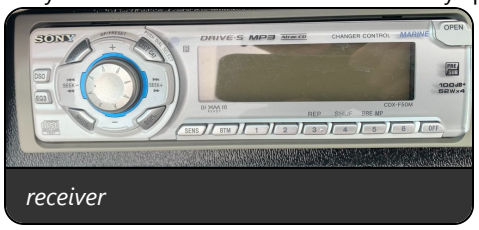
LIGHTING

All interior lights illuminated when tested.

Audio/Visual Equipment

STEREO SYSTEM

Sony Marine CDX-F50M receiver with Sony speakers (required test/prove).



receiver

SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted. Required in U.S. waters. Provide properly sized and rated U.S.C.G. approved personal flotation devices for each person onboard.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted. Required in U.S. waters.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 4 lb. dry chemical hand-held fire extinguisher.

No current annual inspection tags were observed.

Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged, but require monthly checks by vessel master recorded on tags.

See Finding.

Finding B-1

The fire extinguisher indicator gauge was in the red.

Recommendation

Replace fire extinguisher.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

None sighted. Required in U.S. waters.

SOUND PRODUCING DEVICES (33 CFR 83)

12 volt electric air horn. Powered up. Test sounded.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested. Docking lights illuminated when tested.

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

Not required. Required on all vessels over 26' in length with machinery space/enclosed engine compartment.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was properly displayed.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

A 12 volt electric blower was located in the engine compartment. Powered up.

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

FE-241 fixed fire suppression tank in the machinery space.

Finding B-2

The fixed fire suppression system did not have a current annual inspection tag.

Recommendation

Have the fixed fire suppression system inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

FIRST AID SUPPLIES

None sighted. Highly recommend a full medical kit and the periodic renewal of any outdated medical supplies.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

12-VDC submersible centrifugal electric bilge pump with automatic float switch. Demonstrated from the float switch and remote helm switch.

The Findings & Recommendations section is only one section of the "Bowrider" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.** Also, the following Findings & Recommendations are included for an Underwriter's Condition & Value Survey inspection only, and do not include deficiencies that are deemed non-critical to the safe operation of the vessel.

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Fire Extinguishers (33 CFR 175.310)**

The fire extinguisher indicator gauge was in the red.

Recommendation

Replace fire extinguisher.

Finding B-2 **Fixed Fire Suppression System**

The fixed fire suppression system did not have a current annual inspection tag.

Recommendation

Have the fixed fire suppression system inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

SUMMARY

Summary of Condition & Valuation

VESSEL CONDITION

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

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

The following is the accepted Marine Grading System of Condition:

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

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

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

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

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

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

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

AVERAGE CONDITION

APPRAISAL METHODOLOGY

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:
Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc.
MARKET ANALYSIS
The comparable sales of vessels analyzed in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2024 to 2026. The surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld).

ADDITIONAL REFERENCES

BUC® Information You Can Trust® Since 1961 BUCValuPro™ THE PROFESSIONAL'S CHOICE

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

October 26, 2026

COBALT BOATS, NEODESHA, KS (MIC: FGE)
FIBERGLASS ENGINEERING INC, MARKERONE

Model Year	2006	Hull Material	Fiberglass
Model	COBALT 220	Hull Configuration	Deep Vee
Length Overall	22'	Draft	2'
Length On Deck		Beam	8' 6"
Boat Type	Runabout | Open	Weight	3980 lbs.
Engine Type	Inboard-Outboard Single 320G Volvo	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	$23,900-$26,500 131st edition.
Fair Market Value Adjusted for BUC Condition in the Northern Pacific Coast/Alaska	$26,400-$29,300
Unadjusted Replacement Value	$129,500

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

The vessel was placed at the mid-range of the BUCValuPro Average Fair Market Valuation.

VALUATION CONCLUSION

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

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

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

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

$27,850 per BUCValuPro™
Twenty-Seven Thousand, Eight Hundred Fifty US Dollars (USD)

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

$129,500 per BUCValuPro™
One Hundred Twenty-Nine Thousand, Five Hundred US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "Bowrider", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on October 26, 2026. Subject to correction of deficiencies listed in sections **A** and **B**, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Cpt. Mark Van der Vliet, Sams SA, ABYC SA



Signed and submitted on: October 26, 2026

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