

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Mr. Removed for Privacy

Date of report: January 7, 2022

Our file #: 22 – 20335web

Current Owner: Client

Date of inspection: January 7, 2022

Location: Oceanside Marina,
Oceanside, CA

Scope of Services

The vessel was examined by the 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.

VESSEL DESCRIPTION

Builder:	Rawson	Doc. #:	Removed
Model/type:	Commercial fishing	Engine/MFG:	One Cummins
Year:	1970	H.P. per:	355 @ 2800
Length:	31'	Serial numbers:	73779338
Draft:	3' (approx.)	Type of instal. :	Diesel, six cylinders, turbo charged, after cooled
Beam:	10' 10"	HIN:	Removed
Generator:	None		
Hailing Port:	Oceanside, CA		
Name:	"Removed"		

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of plywood and fiberglass and above deck structures are constructed of fiberglass and plywood. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear good. Cosmetic condition of vessel appears satisfactory externally and satisfactory internally. Vessel's external colors are: blue hull with red boot stripe, gray deck and white superstructure with blue stripe. Below waterline through hull fittings appear satisfactory. The vessel is equipped with Rule Mate 1100 & Rule 1100 electric and electric / automatic bilge pumps that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears satisfactory.

Summary: Satisfactory

MACHINE SYSTEMS

Engine's external surfaces appear good and exhibit no rust, oil or coolant leaks. The client had a new engine and transmission installed five to six years ago and has used the vessel infrequently since. Engine hour meter exhibits 163 hours. Motor mounts appear good. Cooling system appears good. Fuel system and components appear good. Exhaust system and components appear good. Electrical system and components appear good. Engine control system appears good, and shaft log appears satisfactory. Steering control system appears satisfactory and rudder port appears satisfactory. Propulsion components were not inspected. Waste system and components appear marginal. General service seawater systems appear satisfactory.

Summary: Good

FUEL SYSTEM

There is 80 gallon reported capacity in two 40-gallon fiberglass tanks located outboard of the engine. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears excellent. The fuel fill, vent, feed and return lines and components appear satisfactory - good.

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

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feed has over current protection. Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. DC wiring appears satisfactory. Circuit protection for the DC branch system appears satisfactory. Wire terminations and connections appear satisfactory (with some wire nuts). Wire organization and arrangement appears satisfactory.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Vessel has one type B:C size II (2020) and two (2004). The vessel has no fixed fire suppression system. The vessel includes no CO alarms. The safety components include: six various size type II PFDs, one lifering and one cushion type throwable PFDs; distress flares with expired certification; 35 lb. claw anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory. Vessel has an oil placard and a garbage placard. Other safety equipment includes EPIRB with 7/2020 battery expiry and two immersion suits (not inspected).

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Line condition and arrangement appears satisfactory. Boarding hazards appear insignificant. Other security consists of locked dock gate.

Summary: Good

ACCESSORIES

Hydraulic steering, live well, hydraulic trap puller, Twin Disc MG5050SC (transmission), 30 amp shore power inlet and cord, oil placard, garbage placard, Mastervolt 12 / 40-3 battery charger, radar arch, hydraulic anchor reel, electronic engine instrument, pyrometer, ComNav rudder angle indicator, Sitex Explorer Plus plotter, Triton M200c vhf, ComNav 1101 autopilot, Ritchie compass, Coastal Navigator fathometer, Uniden Solara DSC vhf, electrical distribution panel includes main and branch DC circuit breakers, DC voltmeters, Furuno GP-32 GPS/WAAS, Furuno 1832 radar, Furuno FCV-292 color video sounder, bait pump, engine driven water pump, Kenwood KDC-MP345U stereo, Rival microwave oven, boarding ladder / dive ladder

SUMMARY

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The vessel is a fiberglass commercial fishing vessel built in Redmond, WA. The vessel is equipped with a diesel engine. Its current configuration includes a live well in the center of the aft deck, a starboard side hydraulic trap puller and a hydraulic anchor drum. The client purchased the vessel approximately 12 years ago in Coos Bay, Oregon. He stated that a new engine was installed 5 to 6 years ago, he has not used the vessel much since installing the engine. The vessel was inspected while afloat. The engine was briefly test operated, it started and ran normally. No sea trial was performed and the vessel was not hauled for survey. The vessel appears basically structurally sound and suitable for its intended purpose as a commercial fishing 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	NEW REPLACEMENT VALUE	INVESTMENT
\$Removed	\$300,000	N/A

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 sale prices and the asking prices from various web sites below. The vessel’s age has a downward effect but the engine and condition have an upward effect on the value.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
32	Breaux Bay Craft Crew Boat	1969	9-Aug-21	30,000	30,000	Solomons, MD,
31	Custom Eugene Walls Downeast Lobster Yacht	1969	3-Aug-21	35,000	49,000	Southwest Harb
28	Tollycraft Express	1969	6-Apr-21	40,000	44,900	Cocoa Beach, FL
29	Dyer 29	1971	12-Feb-21	38,000	45,000	Noank, CT, USA

Modutech Marine Troller

US\$45,000 *

32 ft / 1972
 Crescent, Oregon, United States
 Pacific Boat Brokers Inc.

Bertram 31 Express Cruiser

US\$40,000 *

31 ft / 1972
 Manahawkin, New Jersey, United States
 Knot 10 Yacht Sales

Mitchell 31

US\$22,349 *

31 ft / 1972
 Cardiff, Cardiff, United Kingdom

Burton Waters - Ipswich Office

Freeward 30

US\$38,719 *

30 ft / 1972

Brightlingsea, Essex, United Kingdom

Morgan Marine

Dyer BASS BOAT

US\$39,900 *

29 ft / 1970

Brick, New Jersey, United States

O'Brien Yacht Sales

Dyer 29 Bass Boat

US\$49,900 *

29 ft / 1971

Portsmouth, Virginia, United States

Portsmouth Boating Center

Downeast Frank "Junior" Day Jr.

US\$54,900 *

29 ft / 1969

Sag Harbor, New York, United States

Tait Yachts

Bolger down east

US\$25,000 *

28 ft / 1968

Edgewater, Maryland, United States

Thomas Frauenheim, Inc.

\$118,000 boat only \$40,000

2011 Cummins engine

VESSEL TYPE: Gillnet

HULL CONSTRUCTION: Fiberglass

GROSS TONS: 16

NET TONS: 15

REGISTERED LENGTH: 30.7'

LOA: 34.0'

BREADTH: 11.6'

DEPTH: 6.3'

YEAR BUILT: 1977

BUILT BY: Jones Custom & Peterson

\$70,000

W

Overall length: 32'

Registered length: 32'

Beam: 12'9"

Draft: 28"

Year built: 1984

Built by: Beck Marine

Service: Commercial fishing

HULL & DECKS:

Hull material: Fiberglass

Cabin Material: Fiberglass

1.

2. 1977 JC 31 JC Casco Bay

1977 JC 31 JC Casco Bay

\$59,500

Barneget Light, NJ

Knot 10 Yacht Sales

1999 Morgan 31

1999 Morgan 31

\$100,000

Perry, FL

Big Bend Marine, Inc.

ice:

\$88,000.00



[DOWNLOAD PDF SPECS](#)

34ft Fiberglass Lobster Snapper Boat - 10431

- [VESSEL INFO](#)
- [VIDEOS](#)
- [DETAILED SPECS](#)
- [VESSEL FAQs](#)

Description

Used Solid Fiberglass Snapper-Grouper-Lobster Boat For Sale. Full electronics.

Low hours on main. 17 knots speeds. Sleeps 2 small galley with head/shower. Has 600lb deck box. No generator but has panel & wiring. Working

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REGISTRATION

YEAR BUILT: 1995
BUILDER: Custom Built
Crusader
FLAG: U.S
CLASSIFICATION:None
CONSTRUCTION: Fiberglass
GROSS / NET
TONS: 19 / 15
CERTIFIED: No CERT.
EXPIRES:
OF
PASSENGERS:
LOADLINE: NONE
REQUIRED
LAST SURVEY

DIMENSIONS

LENGTH: 34 FT. / 10.37 MT.
BEAM: 12 FT. / 3.66 MT.
DRAFT: 4.0 FT. / 1.22 MT.
34.0 FT. / 10.4
REG. LENGTH: MT.

CAPACITIES

	Gal.	M Tons	Barrels
FUEL:	400	2.0	10.0
POTABLE WATER:	75	0.3	2.0
BALLAST:	0	0.0	0.0
DECK CAPACITY:			

PERFORMANCE

SPEED: 17 KTS
CONSUMPTION: GPH: 0.0 Tons
Per Day: 0.0

ACCOMMODATIONS

BERTHS: 2
STATEROOMS: 1

MACHINERY

MAIN 1 CUMMINS 450
ENGINES: HRS. 450hr on rebuild
HORSEPOWER:450
REDUCTION TWIN DISC -MG507
GEAR: RATIO:2:1
PROP:
NOZZLE: No
GENERATORS: NONE - KW:0
BOW
THRUSTER: NO

DECK EQUIPMENT

CRANES: None

FISH HOLDS

FISH HOLDS:	Type	CU. FT.	LBS.
	ICE	0	FISH

PERMITS

PERMITS WITH BOAT: NO - TYPE: None

LOCATION

LOCATION: US GULF
40ft Fiberglass Snapper-Longliner - 15333

Used Solid 40ft Fiberglass Snapper-Lobster Boat For Sale. In current operation. Insulated 4K lbs fish boxes on deck, LED deck lights , deck has been r ...

Price: **\$68,500.00**

This survey is for the express purpose of insurance and/or financing. It is not meant as a buyer's survey.

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 N.F.P.A. recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Assure the vessel has legally required carriage items including approved and current distress signal flares, and a waste management plan.
3. Assure the vessel has a suitable sound signaling device and it is available at the helm.
4. Replace the battery in the EPIRB and maintain the EPIRB per the manufacture's recommendations.
5. The vessel has two immersion suits, they were not inspected. If they are to be relied upon they should be maintained appropriately.
6. Properly secure bilge pumps, neither of them are well secured and prove them properly functional in the automatic and manual modes.
7. Provide and install a face plate on the AC electrical outlet near the battery charger.
8. We saw no AC over-current protection, provide at least a main circuit breaker and preferably a main and branch circuit breaker appropriate to the AC system. The AC system is simple with only an outlet and a battery charger.
9. Modify the power supply to the forward bilge pump which currently uses alligator clips onto its DC electrical source. Use captured spade connectors and properly sized wire. Comply with ABYC recommendations.

SECONDARY

1. Service the compass to eliminate the air bubble.
2. Address the moderate corrosion on the electrical distribution panel, inspect components and service or replace as necessary.
3. Address corrosion at and near the batteries.
4. There is a high float switch in the cabin bilge which does nothing, we encourage providing a high water alarm which can be sounded with this switch.
5. The washdown pump through hull valve was stiff, we did not try the head through hulls (the head is reportedly inoperative), service and prove the through hull valves properly functional.

6. There were several wire nuts used at wire connections. Replace the wire nuts with butt connectors or terminals boards. Comply with ABYC recommendations.

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. This survey report is not intended for use as a "buyer's survey".

Christian & Company, Marine Surveyors, Inc.



March 24, 2023

By: Mr. Kells Christian, Surveyor SAMS - AMS #301

Date