

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: August 25, 2021

Our file #: 21 – 20207web

Current owners: Removed for privacy

Location: Newport Harbor Shipyard
Newport Beach, CA

Date of inspection: August 20, 2021

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:	Crystaliner	Doc. #:	Removed for privacy
Model/type:	43 / Commercial fisher	Engine/MFG:	One Cummins QSC8.51001D1
Year:	1980	H.P. per:	493 @ 2600 rpm
Length:	43' 6"	Serial numbers:	73880723
Draft:	4'	Type of instal:	Diesel, 6 cylinders, turbo charged, aftercooled
Beam:	13'	Generator:	16 Kw Mas Power
Name:	Removed for privacy	Hailing port:	Newport Beach, CA
HIN:	Removed for privacy		
	* reported by owner		

HULL & STRUCTURE

The vessel was inspected while hauled and afloat. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of fiberglass. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears satisfactory – good. The vessel's weight is 22,000lb. (travel lift's scale). Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and good internally. Vessel's external colors are grey paint. Below waterline through hull fittings appear satisfactory. The vessel's bilge pumps include one Johnson 2200 submersible automatic forward in the steering locker, one Johnson 2200 submersible automatic forward of the engine and one Johnson 2200 submersible automatic in the forward bilge that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears good – excellent.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Engine's external surfaces appear satisfactory and exhibit minimal rust. Engine's hour meter exhibits 1,518.6 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory. Engine control system appears satisfactory, and shaft log appears satisfactory. Steering control system appear satisfactory and rudder port appears satisfactory. Propulsion components appear satisfactory. Generator's surfaces and motor mounts appear excellent. Generator's peripheral components and systems appear excellent. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory – Good

FUEL SYSTEM

There is 800 gallon total capacity * in two fiberglass tanks located aft on either side of the cockpit bilge. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears excellent. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located at the Racor filters and appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC inlet and connections appear good. The AC wiring and outlets appear good. The AC main feed is protected with a circuit breaker. Battery arrangement appears good. Batteries are equipped with a disconnect switch. DC wiring appears good. Circuit protection for the AC and DC branch system appear good. Wire terminations and connections appear good. Wire organization and arrangement appears good.

Summary: Good

SAFETY AND LIFE SAVING

Vessel's portable fire extinguishers include two type A size II, type B:C size I (2021) in boxes below the helm, one type B:C size I (2012) below the helm, one type B:C size I (2012) in the salon and one type B:C size I (2012) in the forward cabin. Vessel has no fixed fire suppression system. The vessel includes no CO alarms. The safety components include: eight adult type II PFDs, five adult type I PFDs and one type IV throwable PFD; distress flares with current certification; no life rafts; suitable first aid kit; 44 lb. claw anchor with chain and line rode and 33 lb. Bruce anchor with chain and line rode that appear good. Navigational and anchor lights appear good. Vessel does not have a copy the navigation rules. Vessel does not have an oil placard, waste placard or waste management plan. Other safety equipment includes: four submersion suits, two hand-held orange smoke distress signals (8/2024), handheld distress signal mirror, whistle, distress signal flag, sea anchor.

Summary: Good

DOCKING

The vessel was inspected at its temporary slip location. Lines condition and arrangement appears excellent. Boarding hazards appear insignificant. All entry points are reportedly kept locked.

Summary: Excellent

ACCESSORIES

SeaStar hydraulic steering, bait pump, cockpit bait tank, tuna tower, Furuno radar antenna, floodlights, fish hold, Highland Refrigeration ice chipper, Igloo cooler, Garmin GPS map XSV multifunction device with plotter / Furuno depth finder, Furuno radar,

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Simrad autopilot, Ritchie compass, Fusion MS-RA70 NSX stereo, Clarion speakers, Icom IC-2300H 2 meter radio, Icom IC-M412 vhf, Coham satellite phone, Tracphone antenna, Cummins Electronic engine instrument, Fujinon Techno-Stabi binoculars, PSS dripless shaft seal, Plastic freshwater tank (45 gallons), Racor fuel filters, hydraulic trap puller, belt driven washdown pump, ZF286A, ratio 1.962 serial number 2022658, fiberglass water lift muffler for generator, Jabsco freshwater pump, Centek muffler for the engine, electrical distribution panel includes main AC circuit breaker, branch AC and DC circuit breakers, AC and DC voltmeters, Xantrex Freedom HF inverter / charger, Xantrex inverter / charge controller, electric head dinette, galley includes sink, Black and Decker electric griddle, Ovente electric kettle and GFCI outlet, bunk berths forward, hydraulic anchor capstan, 30A 125V shore power inlet forward in the port forward cockpit locker, two Honda EU2000 portable gasoline generators

SUMMARY

The vessel is a limited production molded fiberglass commercial fisher equipped with a single diesel engine and a diesel generator that has been converted for pleasure use. The vessel was built in Costa Mesa, CA. The client reported that he entered in co-ownership one year ago and the partner inherited the vessel. He reported the engine was installed in 2016 and the transmission was installed at that time. He reported that the generator was new. He reported that the bottom paint is two months old. He reported that he has rewired the boat. The vessel was inspected while hauled and afloat. The engine was test operated between the slip and the boatyard only and no sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising and 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

\$XXX

**NEW REPLACEMENT
VALUE**

\$XXX

INVESTMENT

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 average sale price of similar vessels on Soldboats.com is \$115,400 and the average current listing price of similar vessels on Athearnmarine.com, smartmarineguide.com, moreboats.com and yachtworld.com is \$102,0000. The vessel is in above average condition for its age. Our research yielded limited data on so our search was expanded. The current listing data includes vessels that are shorter in length which typically hold less value. The surveyed vessel was repowered in 2016 and a new generator was installed in 2021. The surveyed vessel’s engine is a higher rated h.p. than most of the comparable vessel data. The vessel listed for \$120,000 was repowered in 2018 with a 540 h.p. Volvo engine. The vessel listed for \$220,000 was repowered in 2008 with a 650 h.p. Volvo engine. The vessel listed for \$96,000 is equipped with a rebuilt 430 h.p. Volvo engine. The data from Soldboats.com has factored demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
46	Jarvis Newman 46 Pilot House Trawler	1979	17-Aug- 21	80,000	120,900	Indiantown, FL, USA
42	Delta Marine Seiner	1975	17-Jun- 21	82,000	95,000	Kodiak, AK, USA
46	LeClercq Delta Seiner	1977	5-Apr- 21	140,000	180,000	Kodiak, AK, USA
45	Commercial Troller, Longliner, Crab Boat	1990	13-May- 21	150,000	190,000	Kodiak, AK, USA Port Angeles, WA, USA
46	Custom Bram Mfg/FH Marine	1989	2-Jul-20	125,000	175,000	WA, USA

[1987 Crystaliner Corp Flybridge](#)

\$90,000

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Marina Del Rey, California

Year 1987

Make [Crystaliner Corp](#)

Model [Flybridge](#)

Category Flybridge Boats

Length 33'

Posted Over 1 Month

1987 Crystaliner Corp Flybridge The mains (twin diesel) have 832 hours on them. 3KW Northern Lights Gen set. Raymarine HD radar, AIS, HD fishfinder and nav. Lorance 3D Structure scan, fish finder, charts. Two radios. Tons of custom work, must see. Huge custom swim step

Save

[1990 Radon 33](#) 1990 Radon 33

\$123,000

Oxnard, CA

Pop Yachts

1. Save

[1995 Radon 27](#) 1995 Radon 27

\$114,900

Los Angeles, CA

Offered By: [Mariners Yacht & Ship Brokerage, Inc.](#)

1980 30' Wilson 30 For Sale

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- Make / Model [Wilson / 30](#)
- Year / Condition 1980 / Used
- Length / Beam 30' / 10'

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Summary

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Seller Description

Stock #246768 -

Great condition Wilson! Cummins powered! Ready for your next business venture or add to your fleet!

The 1980 Wilson 30 is a working commercial boat specially setup for a crew of one. The Wilson is thoughtfully designed and equipped for efficient fishing. This includes a deck helm positioned near the hoist controls.

Deck features include: live and bait wells, hydraulic hand-controlled hoist, high-pressure hose fittings and hose and deck helm.

This 1980 Wilson fishing vessel has been extensively refurbished including these new components:

- * Cummins 6BT engine (remanufactured)
- *Wet exhaust
- *9" Raymarine Axiom plotters (2)
- *Materiss 12gpm hydro pump
- *24 gal hydro tank
- *Jabsco belt driven water pump
- *Instatrim trim tab pump
- *Pump for rams for outdrive
- *Charlynn motor for new 12" Hydroslave hanging block

- *Hydrocontrol rotary 22gpm/5000psi valve
- *Added section Hydrocontrol steel lever for new ram
- *All new hydro hoses
- *3 Black oak led lights
- *1500 watt inverter
- *Double rancor fuel filter
- *3 Diamond Seaglaze windows

This boat is ready for business. Come to Shelter Cove, CA and see for yourself a great boat available for purchase.

Willard 40
US\$85,000 *
40 ft / 1993
Charlotte Amalie, U.S. Virgin Islands
Amantha Yacht Sales & Management



41 FT. , FIBERGLASS LOBSTER, (1989) \$220,000 LISTING # 9238QC

When Available **Pending replacement vessel**

Hull Type Fiberglass

Length (LOA) 41 ft.

Breadth 15 ft.9 in.

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Depth	4 ft.5 in.
Draft	4 ft.
Stern Width	16 ft.6 in.
Year Built	1989
Built By	B. Atkinson
Hull Finished By	Builder
Rigging	Lobster,
Gross Tons	14.56
Top Speed	16
Cruise Speed	12
CSI Expiry	less than 15 gross tons

**42 FT. , FIBERGLASS
LOBSTER, (1996) \$96,000
LISTING # 8944NS**

Hull Type	Fiberglass
Length (LOA)	42 ft.

Year Built 1996

Built By Provincial Boat & Marine

Rigging Lobster,

Gross Tons 11

**42 FT. , FIBERGLASS
LOBSTER, (1989) \$71,200
LISTING # 9472NS**

Hull Type Fiberglass

Length (LOA) 42 ft.

Breadth 12 ft.9 in.

Depth 3 ft.9 in.

Year Built 1989

Built By Provincial Construction Co. Ltd.

Rigging Lobster,

Gross Tons 12.41

Cruise Speed 14

42 FT. , FIBERGLASS LOBSTER, (1981/2015) \$100,000

LISTING # 9753NS

Hull Type	Fiberglass
Length (LOA)	42 ft.
Breadth	15 ft.
Depth	5 ft.
Year Built	1981
Built By	Freebert A. Atkinson Boatbuilders
Rigging	Lobster,
Gross Tons	22.74
Top Speed	9
Cruise Speed	8
Rebuilt	2015
CSI Expiry	November 2024

43 FT. , FIBERGLASS LOBSTER, (1989) \$120,000 LISTING # 9676NB

Hull Type	Fiberglass
Length (LOA)	43 ft.
Breadth	13 ft.9 in.
Depth	2 ft.3 in.
Draft	3 ft.6 in.
Stern Width	11 ft.10 in.
Year Built	1989
Built By	Guimonds Boats Ltd.
Rigging	Lobster,
Gross Tons	14.78
Top Speed	21
Cruise Speed	17
CSI Expiry	Less than 15 gross tons

44 FT. , FIBERGLASS LOBSTER, (1988) \$104,000 LISTING # 9600NS

Hull Type	Fiberglass
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Length (LOA)	44 ft.
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Breadth	17 ft.
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Draft	6 ft.6 in.
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Year Built	1988
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Built By	Atkinson & Smith Boat Builders
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Hull Finished By	Atkinson & Smith Boat Builders
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Rigging	Lobster,
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Gross Tons	28.85
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Top Speed	10
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Cruise Speed	8
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CSI Expiry	August 2024
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This survey is for the express purpose of insurance. 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 EPIRB per the manufacturer's recommendations.
2. Maintain all fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
3. Provide federally required carriage items including: navigation rules, garbage placard, waste placard and waste management plan.
4. We strongly recommend the installation of a smoke alarm.
5. Remove the camping LP tank from below the galley sink.
6. The fuel feed and return hoses are dated 1995 and there are no clamps on these hoses on the fuel tank. The industry expected life expectancy "rule of thumb" for fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace as necessary and install clamps on the tank connections.

SECONDARY

1. Determine the source of the pink fluid aft of the engine in the bilge and starboard outboard aft in the engine room, eliminate, clean and dry the bilge to allow detection of future weeps or leaks.
2. The hose on the hydraulic fluid reservoir is aged and cracking. Replace the hose.
3. There is minimal play between the rudder post and port. Address as necessary or desired.

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.



August 25, 2021

By: Mr. Kells Manthei, SAMS SA

Date