

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: November 17, 2021  
Our file #: 21 – 20302web

Current Owner: Removed for privacy

Location: Removed for privacy

Date of inspection: November 16, 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:	Cloudburst Fishing Co.	Doc. #:	Removed for privacy
Model/type:	36 / commercial	Engine/MFG:	One Lugger L6140AL2.4M
Year:	1990	H.P. per:	600 *
Length:	36'	Serial numbers:	1401 – 2278
Draft:	4' 3"	Type of instal.:	Diesel, 6 cylinders, turbo charged, aftercooled, keel cooled
Beam:	13'	Generator:	5 Kw Northern Lights
Name:	Removed for privacy	Hailing port:	San Pedro, CA
HIN:	Removed for privacy **		

\* reported by owner

\*\* US Certificate of Documentation

### HULL & STRUCTURE

The vessel was inspected while hauled and afloat. Hull construction material is fiberglass over cold molded wood. There are approximately 15 – 20 blisters aft on both sides of the keel. The vessel was built in 1990; the vessel's HIN is 34 according to the Certificate of Documentation and should have a 12 digit HIN from Cloudburst Fishing Co. starting with the MIC KLD according to our research. Deck is constructed of fiberglass over cold molded wood and above deck structures are constructed of fiberglass over cold molded wood. Bulkheads are constructed of wood. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown (travel lift's scale inoperative). Exterior rails and hardware appear satisfactory except where noted. There is a crack in the swivel bracket of the boom. Two of the hydraulic hoses for the windlass are cracked. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel's external colors are white gelcoat. Below waterline through hull fittings appear satisfactory. The vessel is equipped three submersible bilge pumps that appear satisfactory and the bilge is dry. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears satisfactory.

**Summary: Satisfactory**

### MACHINE SYSTEMS

Engine's external surfaces appear satisfactory and exhibit minor rust. There is minimal corrosion on the engine's raw water pump. Engine's hour meter exhibits 12,541.8 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory except where noted. There is minimal soot on the exhaust lagging in the engine room and there is soot at the top of the exhaust stack. Electrical system and components appear satisfactory. Engine control system appears satisfactory, and stern tube appears satisfactory. Steering control system appears satisfactory and rudder port appears satisfactory. Propulsion components appear satisfactory. Generator's surfaces and motor mounts appear satisfactory. Generator's peripheral components and systems appear satisfactory. General service seawater systems appear satisfactory except where noted. There is minimal corrosion on the internal sea strainers.

**Summary: Satisfactory**

[Marine Claims Assistance - Vessel Inspections](#)  
1276 Scott Street – San Diego, CA 92106  
TEL 619.223.7380 800.944.4789 FAX 619.223.7390  
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## **FUEL SYSTEM**

There is 400 gallon total capacity\* in two metal tanks located aft on either side of the cockpit bilge. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear satisfactory except where noted. The starboard fuel fill hose is cracked. Fuel shut off valves are located at the fuel filter and appear satisfactory.

**Summary: Satisfactory**

## **ELECTRICAL SYSTEMS**

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feed is protected with a circuit breaker. Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. DC wiring appears satisfactory. There is no MMSI number in the vhf. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory.

**Summary: Satisfactory**

## **SAFETY AND LIFE SAVING**

Vessel's portable fire extinguishers include two type B:C size I (new 2015) in the pilothouse and in the cabin cabin and one type B:C size I (inspected 8/2015) in the pilothouse portable fire extinguishers. Vessel's fixed fire suppression system is a Fireboy model CG2-125-FE241, FE241 agent, manufacture date 6/8/2001. The vessel includes no CO alarms. The safety components include: two adult type I and II adult type III PFDs and one throwable PFDs; distress flares with current certification; one MK IV New Wave life raft with current certification; suitable first aid kit; 20 kg claw anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory – good. Vessel has an oil placard, waste placard and waste management plan. Other safety equipment includes: EPIRB (registration expires 8/2022, battery expires 08/2030) with hydrostatic release (expiration 09/2022), highwater alarm, two immersion suits, canister air horn, three orange smoke canisters (expiration 10/2024).

**Summary: Good**

## **DOCKING**

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

**Summary: Good**

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## ACCESSORIES

Guest Charge Pro battery charger, Racor filters, hydraulic trap puller, boom with electric winch, Furuno radar antenna, anchor roller, hydraulic windlass, foredeck light, cockpit flood lights, electrical distribution panel includes branch DC circuit breakers, AC distribution panel aft in the pilothouse includes main and branch AC circuit breakers, oil placard, garbage placard, waste management plan, AOC monitor with chart and fish information, Garmin GPSMap 721 xs multifunction device with plotter, Standard Horizon Eclipse vhf, Standard Horizon Explorer vhf, NX2 autopilot, engine instruments include oil pressure gauge, water temperature gauge, tachometer, voltmeter, Pyrometer, hour meter, boost pressure gauge and transmission oil pressure gauge, Furuno FCU-588 sounder, Garmin GPS map 2010C GPS, Furuno GaAs front end radar, Ritchie compass, Dual MXD339BT, bunk berths, Access monitor, Sunbeam microwave, 50A 125/250V shore power cord

## SUMMARY

The vessel is a limited production fiberglass over cold-molded wood commercial fisherman equipped with a single diesel engine and a diesel generator. The vessel was designed by Kenny Bates and was built in the USA. The client reported that he purchased the vessel in 2016 in San Pedro, CA. He reported the engine, transmission and generator were replaced in 2001. He reported that the bottom paint was applied in 2021. The vessel was inspected while hauled, afloat and underway between the boatyard and the slip only. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal 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**

<b>ACTUAL CASH VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
XXX	XXX	XXX

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

**Explanation of value opinion:** The value is based on the Soldboats.com reported sales prices, Smartmarineguide.com sold prices, PopYachts.com listing prices, and Shoppok.com listing prices below. The surveyed vessel is in average condition for its age as is actively maintained. There was limited data for Cloudburst vessels so our research was expanded to include commercial vessels of similar size. The comparable vessels include fiberglass and aluminum vessels which hold more value than a cold-molded vessel. The condition of the vessel, its systems and its location have been factored into our valuation of the vessel. The data from Soldboats.com, PopYachts.com, Shoppok.com and Smartmarineguide.com have factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
35	Duffy 35 Downeast Commercial Frostad	1990	29-Jun-18	70,500	89,900	New Bedford, MA, USA
37	Gillnetter/Sternpicker	1989	10-Sep-19	103,096	138,782	Richmond, BC, Canada
38	H&H Marine Lobster Boat Custom Crab / Prawn / Dive	1991	2-Dec-18	72,000	72,000	Tenants Harbor, ME, USA
39	/Work Boat	1987	23-Jan-18	45,600	52,341	Southwestern BC, BC, Canada
41	Troller Gooldrup	1989	16-Apr-20	111,091	129,000	Coal Harbour, BC, Canada
34	Delta 34 Diveboat	1980	21-Mar-19	15,000	30,500	Georgetown, Cayman Islands
32	Radon Commercial Commercial Fishing Boat -	1993	13-Jun-18	97,000	97,900	Everett, WA, USA
38	Longliner Seiner	1981	27-Apr-18	80,000	85,000	Kodiak, AK, USA

## 1990 Cloud Burst Fishing Company Commercial Fishing

**\$100,000** FOR SALE (SOLD \$75,000 IN 2016)

Los Angeles, CA

[MAKE AN OFFER](#)

[CHECK AVAILABILITY](#)

Price	\$100,000
City	Los Angeles
ZIP	90731
State	California
Make	Cloud Burst Fishing Company
Model	Commercial Fishing
Year	1990
Condition	Used
Length	36'
Category	Powerboats
Posted Date	Over 1 Month

**SINGLE**  
425

**202098**

Stock #

156 photos

**\$123,000**

**AVAILABLE**

**Year**

1990

**Brand**

Radon

**Model**

33

**Type**

Pilothouse

**Length**

33'

**Hours**

5,000

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## 1980 Cloudburst 37' x 14' Commercial Fishing boat - \$22000 (Santa Barbara)



- Ad id:409180068218045
- Views:82
- Price:  
**\$22,000.00**

1980 Cloudburst built by Ken Bates, in Eureka, CA.  
Glass over Plywood construction in good shape.

### Mechanicals:

Detroit Diesel 8V-71 315 HP. Starts instantly and runs well. Propels boat at 7-8 knots burning 3-5 gph.  
MG509 Twindisk 2:1 transmission. Recently rebuilt.  
30 gpm Clutchmaster pump on rear of engine.

15" Crab block on an articulating davit. Block built by NW Props. Warren Junes style while he was still working with his father's company. Has a 24 cc motor that I just had resealed. Bearings on the roller just renewed. Previous owner said this is a strong and fairly fast puller that he used for Dungeness for three years with no problems.

14" Hydro Slave puller mounted on a pedestal, cross deck from a roller on the cap rail. Pulls Black Cod gear with ease.

Three steering stations. On deck unit needs reseal. Will get that done asap.

Engine/trans controls working at helm and on deck pedestal.

Bilge pumps in every compartment throughout the boat.

(2) 150 gallon fuel tanks. One needs a leak repaired.

### Electronics:

Garmin GPSmap 741xs GPS/Fishfinder.

Furuno Radar.

(2) VHF marine radios w/AIS.

Simrad 24 autopilot. New drive motor, but needs flux gate compass replaced.

VMS.

Three bank 110v battery charger.

Small 2000 W inverter.

Sodium Vapor 110V crab light.

12V LED deck lights.

12V LED light bar facing forward.

### Other stuff:

110v fridge that runs off of the inverter well.

Head with no toilet. Has a shower system with 110v instant water heater. H2O tank needs work or replacement.

This is a comfortable and roomy boat, with 14'x14' of open deck space. She has carried 140 Dungeness crab traps onboard. I had 00% anxiety coming down around Conception in July as the winds started to kick up behind me. Down swell she is great. This boat is stoutly built and ready to be freshened up for more decades of good use. Wish I could keep her, but this summer's marginal weather kept me from paying for her in time to meet my obligation.

Get in contact with me to find out more about the Cordelia. That's Welsh for Jewel of the Sea.

This boat was formerly named T-Ann, for those of you that are familiar with her.

Greg

PS. If I can pay for her before anyone buys her, I'll be happily fishing her for 15-20 years.

**Duffy 26**  
**Jamestown, Rhode Island**  
2001  
**\$90,000**  
Seller Wellington Yacht Partners, LLC

1.  
Save 1986 Duffy 35

**1986 Duffy 35**

\$150,000  
Saco, ME  
Pop Yachts

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 fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. The starboard fuel fill hose is cracked. Replace the hose.
3. Install an MMSI number in the vhf to allow proper function of the distress mode.
4. Properly secure the forward bilge pump.
5. Two hydraulic hoses on the windlass drum are cracked. Replace the hoses.
6. The vessel's HIN is "34" per the Certificate of Documentation. The MIC for Cloudburst Fishing Co. is KLD and the vessel was manufactured in 1990, as such should have a 12 digit HIN assigned to it by the manufacturer. Find and display the HIN as possible per federal regulations.

### SECONDARY

1. The upper seawater hose for the fish hold is cracked at the sea strainer. Replace the hose or monitor and replace the hose as necessary.
2. Determine the significance of the crack in the swivel bracket for the boom and address appropriately.
3. There is minimal corrosion on the internal sea strainers. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion.
4. There is minimal corrosion on the engine's raw water pump. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion.
5. There is minor soot on the exhaust lagging and soot on the exhaust stack. Determine the cause of the soot, eliminate the cause, service or replace components as necessary and clean the lagging and stack to allow detection of future weeps, leaks and soot accumulation.
6. There are approximately 15 – 20 blisters aft on both sides of the keel. Address as 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.



November 17, 2021

By: Mr. Kells Manthei, SAMS SA

Date