

# Christian & Company

MARINE SURVEYORS

## STANDARD SURVEY

Client: Removed for privacy

Date of report: June 23, 2022

Our file #: 22 – 20472web

Current owners: Removed for privacy

This inspection was performed upon the request of the client listed above on 6/21/22 while the vessel was hauled and afloat at The Boatyard, Marina del Rey, CA and XXX (Seatek Rigging, surveyor), XXX (client), XXX (broker), Kells Manthei (surveyor, SAMS SA) attended.

### Scope of Services

The vessel was examined by 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.

**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](mailto:office@themarinesurveyors.com) - [themarinesurveyors.com](http://themarinesurveyors.com)

## VESSEL DESCRIPTION

Builder:	Corsair Marine International	Doc. #:	Removed for privacy
Model/type:	Seawind 1000 XL2 / catamaran	HIN:	Removed for privacy
Year:	2013	Engine:	Two Yamaha
Length:	35'	Name:	Removed for privacy
Draft:	3' 5"	Hailing Port:	Ranchos Palos Verdes, CA
Beam:	18' 6"	Weight:	18,000 lb. (travel lift's scale)
* sailboatdata.com		Displacement:	10,000 lb. *
**reported by broker		*** listing specifications	

## HULL & STRUCTURE

Keels & bottoms: Molded fiberglass construction, unknown core, molded keels (unknown ballast), blue antifouling paint

Topsides & transoms: Molded fiberglass construction, foam core \*\*, white gelcoat, aluminum rub rail

Decks & superstructure: Molded fiberglass construction, foam core \*\*, white gelcoat, molded nonskid deck surface, black stripe on the superstructure

Deck hardware: Anchor roller, double trampoline, transom tender davits, bow seating, transom bench seating, stainless steel bow and stern rails, stainless steel stanchion posts with triple lifelines, four boarding gates, stainless steel grab rails, opening portlights, three deck hatches

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Sailing catamaran, external bridge deck with helms on either side (engine controls at starboard helm), engines located aft on either side of external bridge deck, steps on either side of the bridge deck lead to the cabins, the port hull includes a head aft and with a berth, the galley is amidships and a V-berth is forward

Bilge: Dry

**Comments:** The vessel was inspected while hauled and afloat. The hull bottoms and keels were visually inspected and randomly sounded. The hull bottoms and keels are in satisfactory – good structural condition. The hull sides and transoms were visually inspected and randomly sounded. The hull sides and transoms are in good structural and cosmetic condition, except where noted. The HIN is damaged. There are “fender marks” on the outboard side of the starboard hull, seen aft, forward and amidships. There are “circular” markings on the outboard side of the port hull (the broker reported the vessel was just waxed and is likely the origin of the markings). There is a small scratch on the exterior side of the starboard transom. The hailing port is misspelled (the spelling of the hailing port does not match on the Certificate of Documentation and

transom). The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory – good structural and cosmetic condition, except where noted. There is a “crackling” sound when weight is applied to port aft, just forward of the port to transom steps. The coatings are failing on either side forward on the black on the superstructure. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in good condition. The structural reinforcements including the bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is dry (where seen). There is limited access to bilge spaces. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good cosmetic condition. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection. The California Certificate of Number for the tender identifies it incorrectly (the registration identifies it as a Caribe and is a Highfield).

**Summary: Good**

**MACHINE SYSTEMS**

Main engine: Two Yamaha T9.9XPA, 9.9 h.p.

Engine application: Gasoline, four – stroke, outboard

Serial numbers: P – 6AVK X 1019239 C , S – 6AVK X 1019241 C

Transmissions: Outboard application

External/peripherals: Suitable application, satisfactory installation

Engine controls: Single lever controls, push – pull cables, controls at starboard helm

Exhaust systems: Outboard application

Propulsion gear: Two 11 <sup>3</sup>/<sub>4</sub> X 7 – R three blade right hand painted propellers (one per engine)

Steering system/rudder ports: Fiberglass encased spade type rudders, unknown core, mechanical steering, unknown type rudder seals (seals and actuators not accessed), port and starboard helms

Ventilation: Natural

Generator: None

Through hulls & components: Marelon through hulls and valves, not banded

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: One manual pump located in the cockpit

**Comments:** The engines and transmission were visually inspected and tested during a sea trial. This survey is not a mechanical inspection, please consult with a qualified technician for greater details as to the condition of the machine systems. No engine instrumentation was seen. The starboard engine died multiple times during the sea trial. The external surfaces and peripheral components of the engines appear good. The engine controls functioned normally. The propellers were visually inspected and are in satisfactory – good condition. The steering system was visually inspected and test operated. The steering system functioned normally. There was limited access to the steering components. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – good condition. The waste overboard discharge is a gravity type drain and we did not open the through hull valve. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory.

**Summary: Satisfactory – Good**

## TANKAGE

Fuel: 28 gallon total capacity in two aluminum tanks located forward in the bridge deck bilge

Fill & vent: USCG type A1 hoses (by appearance, dates not seen), fill fittings are located on the tanks

Feed: Non-USCG type fuel hoses (2007) from the tanks to the fuel filters, (2020) from the fuel filters to engine, Sierra fuel filters, in-line clear plastic filters between the Sierra fuel filters and the engines

Water: 105 gallon capacity \*\*\* in one fiberglass tank located inside the forward bridge deck locker, deck fill fitting located to center forward on the superstructure, marked “water”

Holding: 23 gallon capacity \*\*\* in one fiberglass tank located on the aft head locker deck fitting located to port aft, marked “waste”,

**Comments:** The fuel system including the tanks, vent, feed lines and components was visually inspected as installed. The broker stopped at the fuel dock and filled the fuel tanks prior to the sea trial. Where visible the fuel system components are in satisfactory condition, except where noted. The fuel fill fittings are on the fuel tanks and are not marked. The only markings seen on the fuel tanks were manufacture dates and serial numbers, no capacity indicators were seen. The fuel feed hoses are different types and different ages (they are marked as fuel hose but not USCG – type). The fuel feed hoses have secondary clear plastic filters between the Sierra fuel filters and the engines. The condition and age of the fuel and the integrity of the tanks (fuel, water, holding) is

beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey.

**Summary: Satisfactory**

**ELECTRICAL SYSTEMS**

AC system: 120 volt system, 30A 125V shore power inlet center located center forward on the superstructure, 30A 125V shore power cord

DC system: 12 volt system, three West Marine Group 31 12 volt AGM batteries secured with terminal covers located in the lockers behind the forward exterior bridge deck bench seat, battery switches located in the port locker behind the forward exterior bridge deck bench seat

Wiring: Suitable multi – strand wires

Circuit protection: Main and branch AC circuit breakers located in the port forward exterior bridge deck bench seat locker, branch DC circuit breakers located in the galley, GFCI outlets

**Comments:** The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition, except where noted. We did not test the AC electrical on shore power. There is a single Lewmar foot switch on the foredeck that did nothing when tested. The vhf has choppy reception and has no MMSI number. The rigger reported there is no bulb in the foredeck light. The condition and age of the batteries is beyond the scope of this inspection.

**Summary: Satisfactory**

**SAFETY AND LIFE SAVING**

Portable fire extinguishers: Three type B:C Size I located to port on the exterior bridge deck, in the port amidships accommodations and in the starboard aft cabin (manufacture dates 2016), all gauges in green

Fixed fire system: None

Flotation devices: Two ring type IV throwable PFDs, two adult type I PFDs, eight adult type II PFDs, three child type II PFDs

Horn/distress flares: Five pistol launch distress signal flares (expired 06/2017), five handheld distress signal flares (expired 06/2017)

Navigational/anchor lights: Separate side lights, masthead / steaming light, all – around / anchor light, stern light

Anchor & ground tackle: 16 kg Delta anchor with chain and line rode, line bridle

Other equipment: Two retrieval lines in bags, MOB strobe on starboard life ring, whistle, one hand held orange smoke distress single (expired 06/ 2017), first aid kit

**Comments:** Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. There are no current distress signal flares aboard. No sound signaling device is aboard. There are no carbon monoxide alarms. There are no smoke alarms. A garbage placard, oil placard and waste and management plan were seen. The navigational and anchor lights are properly arranged, installed and functional. The anchor light appears "blue". The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. There is no second degree anchor or rode aboard. There is air in the port compass.

**Summary: Satisfactory – Marginal**

### LP GAS SYSTEMS

Tanks: Two tanks, one tank per side on the transom (the port tank is in use)

Devices: Bbq grill, water heater, electric shutoff solenoid valve, (switch by the LP water heater and master control in the galley), pressure gauge, reducing regulator

**Comments:** The LP gas system including the tanks, tank devices, galley range, propane water heater was visually inspected and the galley range and electric solenoid valve were tested. Overall, the installation of the LP system is satisfactory. We were unable to operate the propane water heater. The vessel is not equipped with a propane alarm.

**Summary: Satisfactory**

### SAILING SYSTEM

Mast & rig type: Aluminum deck-stepped mast, fractional sloop rig

Standing rigging: Stainless steel multi – strand wire, swage end fittings, one upper, one lower and two jumper shrouds per side, forestay

Hardware: Aluminum cross member with anchor roller, screecher pole, Harken Mk IV 2 roller furling jib assembly, one set of swept-back aluminum spreaders, stack pack, lazy jacks

Winches: Two Harken 40 self-tailing

Sails: Main, roller-furling jib, screecher in bag (not inspected)

**Comments:** The mast and associated rigging were visually inspected from the deck level only. The mast and standing rigging are original. A rigging survey was performed

on the day of the survey, please refer to the rig survey for greater detail as to the condition of the sailing system. The sails are dirty. Overall the sailing system is in satisfactory – good condition.

**Summary: Satisfactory – Good**

### **ACCESSORIES**

Raymarine radar antenna, boarding ladder, forward boarding ladder, foredeck light, garbage placard, oil placard, waste management plan, exterior bridge deck bench seating with folding dinette Lewmar two-direction electric windlass with controls at the helm and a wired remote, The Cookout LP BBQ, flat top grill, Whale Gulper shower sump pump, transom washdown, cockpit cushions, two BP solar panels model BP4175T, Raymarine multi-function device with autopilot / speed over ground / depth / true & apparent wind speed, two Raymarine multi-function devices with depth / GPS / speed over ground / true & apparent wind speed, head includes vent fan, electric head, shower sump pump and sink with shower attachment, Bosch LP water heater, port hull includes V-berth and amidships berth, West Marine vhf, Xantrex Freedom HF inverter / charger, Blue Sky Energy Solar Boost 3024i photo voltaic charge controller, galley includes refrigerator, freezer, Lido Junior M LP stove with broiler and Westinghouse microwave, V – berth forward in starboard hull, Jabsco Flo 5.0 freshwater pump model 42755 – 0092, 12 volt outlets, reading lights, Highfield aluminum hull tender model HFCL – 290, HIN EMDC9078I213 equipped with a 3 h.p. Tohatsu four-stroke outboard engine model MFS3.5C, serial number 033503BX

### **SUMMARY**

The vessel is a production fiberglass sloop-rigged sailing Catamaran equipped with two gasoline outboard engines. The vessel was built in Ho Chi Minh City, Vietnam. The listing broker reported the current owners purchased the vessel in San Pedro, CA in 2016 and are the second owners. He reported that the bottom paint was applied in May 2020. He disclosed no problems with the vessel and had no knowledge of any significant events in the vessel's history, such as submersions, fires, collision, etc. The vessel was inspected while hauled, afloat and underway on a sea trial in Marina del Rey, CA in sunny, calm and light breeze conditions. 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 sailing 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 value is based on the Soldboats.com reported sales prices and Yachtworld.com current listing prices below. There was limited data on Soldboats.com for Seawind vessels that have sold in California, so our research was expanded. Vessels that sell outside the United States and that sell on the East Coast of the United States hold different values than those on the West Coast. The Seawind 1160 is a larger model and was included in our Soldboats.com data; larger vessels typically hold more value. The best comparable vessels are the two 2009 Seawind 1000XL2 that sold in Stuart, FL for \$169,000 in May 2021 and in Oriental, NC for \$175,000 in March 2022. The 2016 Seawind 1000XL for sale for \$255,000 but it is outside the US. There was limited data for similar size and year sailing catamarans, so we included Gemini boats (which are built in Florida, USA). The market continues to have an upward value movement due to the extended Covid-19 induced spike.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
38	Seawind 1160	2009	9-May-22	210,000	250,000	Phuket, Thailand
35	Seawind 1000 XL2	2016	11-Aug-21	162,947	168,203	Phuket, Thailand
38	Seawind 1160	2010	11-Aug-21	267,690	267,690	East Brisbane, Queensland, Australia
35	Seawind 1000xl	2009	18-May-21	169,000	169,900	Stuart, FL, USA



38	Seawind 1160	2010	12-Mar-21	317,000	317,000	Jacksonville, FL, USA
35	Seawind 1000xl	2009	3-Dec-20	154,146	168,597	Airlie Beach, Queensland, Australia
35	Seawind 1000xl	2009	20-May-20	158,274	176,166	Sydney, New South Wales, Australia
33	Seawind 1000xl	2009	27-Mar-22	175,000	214,900	Oriental, NC, USA
38	Seawind 1160	2013	12-Feb-20	284,368	295,859	Sydney, New South Wales, Australia
34	Seawind 1000xl	2011	3-Oct-19	147,929	157,562	Sydney, New South Wales, Australia

### *Seawind 1000 XL2*

**US\$245,000 \***

35 ft / 2013

San Pedro, California, United States

**Sale Pending**

Denison Yachting - San Diego

[Request Info](#)

### *Seawind 1160 Lite*

**US\$379,173 \***

38 ft / 2014

Manly, Queensland, Australia

SEAWIND GROUP HOLDINGS CORSAIR MARINE INTERNATIONAL

## ***Seawind 1000 XL2***

**US\$255,000 \***

36 ft / 2016

Cebu, Philippines

Simpson Marine - Phuket

[Live Video Tour](#)[Request Info](#)

## ***Gemini Legacy 35***

**US\$215,000 \***

35 ft / 2014

Chelsea, Michigan, United States

The Catamaran Company

[Request Info](#)

## ***Gemini Legacy 35***

**US\$182,000 \***

35 ft / 2013

Oriental, North Carolina, United States

Oriental Yacht Sales

## ***Gemini Legacy 35***

**US\$135,000 \***

35 ft / 2013

Fort Lauderdale, Florida, United States

The Catamaran Company

[Contact Seller](#)

## ***Gemini Legacy***

**US\$248,500 \***

35 ft / 2016

Racine, Wisconsin, United States

**Sale Pending**

Racine Riverside Marine, Inc.

## 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. Extinguishers should be evenly spaced throughout the vessel for easy access in emergencies.
2. Provide federally required, approved and current distress signal flares.
3. We strongly recommend the installation of carbon monoxide and smoke alarms in the cabins.
4. Provide a suitable sound signaling device per federal regulations.
5. We strongly recommend providing a secondary anchor and rode for emergencies or two anchor situations.
6. There is a secondary clear plastic filter in use in the fuel lines between the Sierra fuel filters and engines. ABYC prohibits the use of clear plastic in fuel applications. Address appropriately.
7. There is no MMSI number in the vhf and the reception was choppy. Input an MMSI number into the vhf to allow proper function of the distress mode and address the choppy signal as necessary.
8. There are different types of fuel feed hoses in use with different ages (2020 and 2007). The feed hoses are not marked USCG type. Either replace the hoses with suitable hoses or assure they are suitable for continued use and replace as necessary. The industry accepted standard "rule of thumb" for the life expectancy of fuel hoses is 10 years.
9. Determine why the starboard engine died multiple times during the sea trial and address appropriately.
10. The HIN on the vessel is damaged. Address appropriately.
11. The hailing port on the transom and Certificate of Documentation do not match (misspelling). Address appropriately.
12. The California Certificate of Number for the tender identifies it as a Caribe and it is a Highfield. Address appropriately.
13. There are no engine instruments. Consider installing engine instruments as desired.
14. There are no markings on the fuel fill fittings identifying the fuel type for the tanks. Properly mark the fittings to eliminate potential liabilities.

## SECONDARY

1. A “crackling-like” sound was heard when weight was applied to the deck to port aft, just forward of the transom steps. Determine the significance of the sound and address as necessary or desired.
2. The vessel is only equipped with one manual bilge pump. The bilge areas that had access were clean and dry. Consider installing an electric bilge pump in the hulls, where suitable, per ABYC recommendations.
3. There are fender marks on the outboard side of the starboard hull, located aft, forward and amidships. Address as desired.
4. There are “circular” patterns/marks on the outboard side of the port hull. Address as desired.
5. Address the small scratch on the outboard of the starboard transom as desired.
6. The coatings on the black on the superstructure are failing. Address as desired.
7. The rigger reported there is no bulb in the foredeck light. Address as desired.
8. The sails are dirty. Address as desired.
9. There is a single Lewmar foot switch located on the foredeck that did nothing when tested. Determine the purpose of the switch and prove it functional as desired.
10. There is air in the port compass. Address as desired.
11. The anchor light is “blue” (the rigger reported that it was blue and not white). Address as necessary or desired.
12. The following components were not tested or inspected: wide open throttle, screecher sail and pole, water heater, shore power, all functions of entertainment devices and navigational electronics (power up and basic functions were tested).

**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.**

Christian & Company, Marine Surveyors, Inc.



June 23, 2022

By: Mr. Kells Manthei, SAMS SA

Date