

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: September 14, 2020
Our file #: 20 - 29858

Current owner: Removed for privacy

Date of inspection: September 1, 2020

Location: Removed for privacy

Scope of Services

The vessel was examined by surveyor and 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:	Unknown	Doc. #:	Removed for privacy
Model/type:	Passenger vessel	Engine/MFG:	Two Caterpillar 3406
Year:	1986	H.P. per:	322 at 1800 rpm
Length:	96.0'	Serial numbers:	port – 4TB00671
Depth:	8.1'		starboard – illegible
Breadth:	36.0'	Type of instal. :	Diesel, six-cylinders
Name:	Removed for privacy		inboard
HIN:	Removed for privacy	Generator:	Two Caterpillar SR4
		Hailing Port:	San Diego, CA

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is steel. Deck is constructed of steel and above deck structures are constructed of steel. Bulkheads are constructed of steel. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and satisfactory internally. Vessel's external colors are tan with red trim and black hull. Below waterline through hull fittings appear satisfactory. The vessel is equipped with two AC electric and electric bilge pump that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of blowers and natural ventilation and appear satisfactory. General housekeeping appears satisfactory - good.

Summary: Satisfactory - Good

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory - good and exhibit minor weeps/salt crystals. Engine hour meter exhibits starboard – 2066, port - 1928 hours. Motor mounts appear satisfactory. Cooling system appear satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory but exhibits moderate soot about the port engine's exhaust blanket. Electrical system and components appear satisfactory. Engine control system appears satisfactory and shaft logs appear satisfactory. Steering control system appear satisfactory and rudder ports appear satisfactory. Propulsion components were not inspected. Generator surfaces and motor mounts appear satisfactory. Generator's peripheral components and systems appear satisfactory. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 10,000 (approximately) gallon capacity in three steel tanks, main is located on centerline forward and there are two aft wing tanks. Fuel tank surfaces, where visible, appear good and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located at

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tanks and appear satisfactory.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear good (unusual). The AC wiring and outlets appear satisfactory. The AC main feed are protected with circuit breakers. Battery arrangement appears satisfactory. Batteries are equipped with a disconnect switches. DC wiring appears satisfactory. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear satisfactory - good. Wire organization and arrangement appears satisfactory - good.

Summary: Satisfactory - Good

SAFETY AND LIFE SAVING

Vessel has twelve dry chemical type A size II type B:C size II portable fire extinguishers with annual maintenance performed July 15, 2020 and two CO2 units with the same tag information. Vessel has AC fire pumps with seven hose stations (8/19 tag dates) and two halon fixed fire suppression systems (one per engine room) with current inspection certificate (no tags). The vessel includes no CO alarms. The safety components include: numerous PFDs and throwable PFDs; distress flares were not inspected suitable first aid kit; suitable anchor with line rode that appears faulty. Navigational and anchor lights were not inspected. Other safety equipment includes hard wired smoke alarm, AED (defibrillators). Function of the smoke alarm system is beyond the scope of this survey.

Summary: Satisfactory – 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. Other security consists of locked dock gate and hotel security.

Summary: Good - Excellent

ACCESSORIES

Bronze packing glands with water injection, three Tierney 25 kva transformers, commercial kitchen, elevator, Simrad multifunctional device, Motorola security radio, Simrad RS 35 vhf, Furuno FCV-620 sounder, pilothouse engine instrumentation includes tachometers, temperature, oil pressure and gear oil pressure, rudder angle indicator, Ritchie compass, pilothouse and port wing helm stations, pilothouse has wheel and joystick steering, generator and battery voltmeters, walky-talkies, pilothouse battery and battery charger, two unit hydraulic bow thruster system, Horizon handheld vhf, PA system

SUMMARY

The vessel is a purpose-built steel passenger carrying vessel in a faux sternwheeler configuration. The client had the vessel built. The vessel is equipped with two diesel engines and two diesel generators. The machine systems are reportedly original. The maintenance history was not obtained. The vessel was inspected in its slip, the machine systems and most vessel systems and components were tested. This survey was performed for the purpose of determining the suitability of its maintenance and storage during this Covid-19 induced period of disuse. The vessel appears well-suited for this purpose.

Overall Summary: Satisfactory

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.

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. Properly secure the port aft engine room bilge pump float switch.
2. Remove the unused batteries on the galley sole from the vessel.
3. There was reversed polarity at several outlets, reversed hot and neutral at several outlets and the AC electrical system reportedly has unusual (no neutral) wiring. Consult with a qualified marine electrician and assure the AC electrical system is wired to current standards or modify as necessary.
4. Properly label and consider a cover for the helm switch for the highwater alarm to prevent the alarm from being turned off.
5. Return the missing hose from the fire hose station aft on the pilothouse.
6. The AC electrical power to the vessel went out during the inspection, determine the cause and address appropriately.
7. The watch schedule is reportedly a walk through of the vessel by the engineer five days a week with a log. Maintain the log actively and assure it includes bilge water level, shore power condition, batteries' and charging system condition, mooring lines conditions and regular (perhaps weekly) operation of the vessel's systems.

SECONDARY

1. Address the cause of crystalline deposits in several spots forward on the port engine. Eliminate the cause, remove the crystalline deposits to allow detection of future problems.
2. Address the soot around the port engine's exhaust blankets. Eliminate the cause, remove the soot to allow detection of future problems.
3. We did not crawl all the tanks as there were no gas-free certificates, we did inspect the tanks from the open hatches and briefly entered the port forward crawl space. We saw deficiencies.
4. Address salt crystals on the sea strainer forward of the port engine and corrosion in the bilge below. Eliminate any cause of the salt crystals and remove salt crystals and corrosion to allow detection of any future weeps or leaks.
5. Address corrosion and paint failure in the bilge outboard of the port engine. Eliminate the cause and remove corrosion, prep and paint to allow detection of future weeps or leaks.
6. Affect proper repairs on the two compressors in the port aft utility space which

- have temporary repairs on seawater components.
7. Address the moderate rust in the port utility room bilge. Remove rust, clean and paint to prevent future corrosion.
 8. We saw no HIN displayed, display the HIN. Provide a HIN in compliance with federal regulations.
 9. Proper function of the smoke alarm is beyond the scope of this survey.
 10. There are a few areas of corrosion on the deck and at safety rails, we encourage addressing these issues during this period of in-operation.
 11. Install tag on the fixed fire extinguishing unit, the unit has been inspected and saw the certificate, but there was no tag on the unit.
 12. Consider a wireless monitoring and alert system for water/smoke/fire.

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.



April 4, 2023

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

Date