

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: March 11, 2021

Our file #: 21 – 20009web

Location: Driscoll Mission Bay  
San Diego, CA

Date of inspection: March 9, 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:	Tomlinson (reported)	Doc. #:	Removed for privacy
Model/type:	Commercial bait hauler	Engine/MFG:	Cummins
Year:	1978	H.P. per:	255 @ 1800 rpm
Length:	50'	Serial number:	46281887
Draft:	6' – 7.5'	Type of instal. :	Diesel, 6-cylidner
Beam:	16'		keel-cooled, dry exhaust
Name:	Removed for privacy	Generator:	24 kw Magna Plus/Deere
HIN:	None	Hailing port:	Oceanside, CA

### HULL & STRUCTURE

The vessel was inspected while hauled. The hull bottom was being painted. 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 50 tons (reported). Exterior rails and hardware appear satisfactory. Mast and related fishing rigging, where visible, appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and marginal internally. Vessel's external colors are two shades of blue with red anti-fouling paint. Below waterline through hull fittings appear good. The vessel is equipped with one manual, one engine driven and one emergency bilge pump and the deck wash pump can be used if needed. 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 - good and exhibit no significant rust, oil or coolant leaks. Engine hour meter reads 7,633 but reportedly indicates 17,633 actual operating 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. Steering control system appear good and rudder port appear good. Propulsion components appear satisfactory; shaft log was not accessed and inspected. Generator's surfaces and motor mounts appear good - excellent. Generator's peripheral components and systems appear good - excellent. Waste system and components appear satisfactory (direct discharge). General service seawater systems appear satisfactory. Machine systems were not tested (vessel was hauled).

**Summary: Satisfactory - Good**

## **FUEL SYSTEM**

There is 3,300 gallon reported total capacity in two 1100 gallon engine room wing tanks and four stern tanks (stern tanks are reportedly not in use). 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.

**Summary: Satisfactory**

## **ELECTRICAL SYSTEMS**

The AC wiring and outlets appear satisfactory. The AC main feed is protected with a circuit breaker. The vessel has no shore power system; it uses the generator for AC power. Battery arrangement appears satisfactory. Batteries are equipped with a disconnect switch. DC wiring appears satisfactory. Circuit protection for the AC and DC branch systems appear satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory .

**Summary: Satisfactory**

## **SAFETY AND LIFE SAVING**

Vessel has 4A 80B:C USCG approved unit in the engine room with 2020 tag and a type A size II type B:C size I unit with 2020 tag.. Vessel has a Fireboy model 200CG halon 1301 fixed fire extinguisher with expired certification. The safety components include: four type I pfd's with lights and a lifering throwable type pfd; distress flares were not seen; Survitec (6 person reported) life raft with current (10/22) certification; suitable first aid kit; Forfjord anchor with chain and rode that appears good. Navigational and anchor lights appear satisfactory. Vessel has current navigation rules (reported). Vessel has oil and waste placards and a waste management plan. Other safety equipment includes MOB strobe, EPIRB with 08/2024 battery expiration, five immersion suites, highwater alarm.

**Summary: Satisfactory**

## **DOCKING**

The vessel was not inspected at its normal slip location. It is kept in Oceanside Harbor, Oceanside, CA.

**Summary: N/A**

## **ACCESSORIES**

Bergren hydraulic net spool, 240 fathom lampara net, stern roller, Kinematics hydraulic anchor window drum, anchor roller, bait tank with circulating pump (30 tons), Wesmar SS390-E scanning sonar controller with Samsung monitor, hydraulic steering with flybridge and pilothouse helms, Furuno CV-271 color sonar, Horizon Eclipse vhf,

**Marine Claims Assistance - Vessel Inspections**  
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flybridge battery, Twin Disc MG-509 transmission, battery charger, oil placard, AC electric panel in engine room includes branch circuit breakers, ammeters, voltmeter, hertz meter, Shurflo 2088-433-344 freshwater pressure pump, extending sonar transducer, two PTOs on engine, bait circulating, and drain pumps, tools, welding machine, refrigerator compressor (not in use), AC and DC engine room lights, deck wash pump, hydraulic tank, galley sink, microwave oven, dinette, refrigeration head with shower, JRC NWU-700 chart plotter, Icom IC-M125 vhf, Furuno 183 / Mark 2 radar, Ritchie compass, Sea-Temp instrument, house voltmeter, generator charger (amps), rudder angle indicator, Wagner MP-320 autopilot, second sonar monitor, engine instrumentation includes tachometer with hour meter (reading plus 1000), oil pressure, temperature and volts, Dytex ST 1000, transmission and hydraulic system oil pressure gauges in engine room, electrical distribution panels in pilothouse includes main and branch circuit breakers, Simrad chart plotter, Racor fuel filter

### **SUMMARY**

The vessel is a steel commercial fishing vessel equipped with a diesel engine and diesel generator. The vessel is used to catch bait and supply removed for privacy. The client purchased the vessel in 1985, the fishing configuration has changed slightly over the years. The vessel drags a lampara net and empties it into an amidships fish hold. The engine was replaced in 2003 and the generator was rebuilt in 2020. The vessel is hauled annually for service. It was inspected while hauled. The engine, generator and machine systems were not test operated and no sea trial was taken. Many of the DC electrical components were tested. The vessel appears basically structurally sound and suitable for its intended purpose as a commercial fishing vessel.

#### **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.

**VALUES**

**ACTUAL CASH VALUE**

XXXX

**NEW REPLACEMENT  
VALUE**

XXXX

**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 of the vessel is based on the reported sale prices and asking prices below and our in-house data base. The vessel is well maintained and actively used. Many similar commercial vessels are sold as part of a business, this valuation is our best approximation of the value of the vessel without the business.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
54	Commercial Freezer Troller, Longliner	1977	21-Jan-21	338,690	358,613	Vancouver, BC, Canada
46	Custom Bram Mfg/FH Marine	1989	2-Jul-20	125,000	175,000	Port Angeles, WA, U.S.A.
53	Troller Work Boat & Licence Package	1988	10-Feb-20	438,349	663,900	Prince Rupert, BC, Canada

[60Ft Steel Trawler - 14982](#)

Used 60ft Steel Trawler For Sale. Ice vessel - chilling and chill surface of catch.Full navaidis.Fited with 3 ton/day ice machine.Hyd trawl crane. ...

Price: **\$320,000.00**

 [Price Match](#) [Details](#) [Call](#)

**60ft Steel Trawler - 2014**

For Sale Used 60ft Steel Trawler Rebuilt In 2009 currently working.New bottom from fish hold to stern, new engine 2002,new wiring. Shrimping ...

Price: **\$147,000.00**

 [Price Match](#) [Details](#) [Call](#)

### 55ft Steel Longliner - 14031

55ft Fully Rigged Steel Longliner For Sale. Currently fishing and rigged with a 30 mile LP reel, beeper buoys, drops, balls, complete. Needs a good cle ...

Price: **\$138,900.00**

 [Price Match](#) [Details](#) [Call](#)

### 60ft Steel Freezer Trawler - 14595

For Sale Used 60ft Steel Freezer Trawler currently working and reported to be in great condition ...

Price: **\$155,000.00**

 [Price Match](#) [Details](#) [Call](#)

### **46' Seiner - Reduced to \$180,000(USD)**

Name: **Lady Rebecca**  
Stock #: **NF5570**  
Hull: **Fiberglass**

USA Registered. Delta - LeClercq seiner. Lugger 6125, RSW - IMS. Survey available.  
Offers encouraged.

[View Details...](#)

Vessel **Only:** **Reduced** to **\$180,000(USD)**

**REDUCED!**

**DEAL PENDING!**  
Mouse-over for details

### **47' Purse Seiner**

Name: **Beverlee J**  
Stock #: **LF5411**  
Hull: **Fiberglass**  
Licence: **Kodiak Salmon Purse Seine**

USA Registered. Leford purse seiner, purse seine skiff, 1 seine net and Kodiak purse seine permit. Survey available.

[View Details...](#)

**Package Price: Reduced to \$400,000(USD)**

**48' Troller, Tender, Seiner - \$145,000(USD)**

Name: **West Wind**

Stock #: **NS5508**

Hull: **Steel**

USA Registered. West Wind is a multipurpose vessel used for trolling, tendering, or could be converted to a seiner. Well powered on engines and designed by Bill Garden. Survey available.

[View Details...](#)

**Vessel Only: \$145,000(USD)**

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. The vessel is not equipped with a masthead / steaming light, assure compliance with applicable federal regulations.
2. Assure the vessel has all legally required carriage items including approved, and current distress signal flares, waste management plan and a current copy of the navigation rules.
3. The label the AC electrical panel.
4. Maintain the fixed fire extinguisher per NFPA recommendations.

### SECONDARY

1. The starboard pilothouse window is cracked, replace as necessary.
2. The head discharges directly, limit its use to comply with federal regulations.

**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.

*Kells Christian*

March 11, 2021

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

Date