

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: August 26, 2021

Our file #: 21 – 20211web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on August 24, 2021 while the vessel was on a trailer at Shelter Island boat ramp and afloat in San Diego bay and offshore San Diego, CA and XXX (client), his son, XXX (current owner) and Kells Christian (surveyor, SAMS AMS # 301) 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 - themarinesurveyors.com

VESSEL DESCRIPTION

Builder:	Zodiac	Military #:	Removed for privacy
Model/type:	733 RHIB	HIN:	Removed for privacy
Year:	2001	Engines:	One Cummins
Length:	23'	Weight:	Unknown
Draft:	3' 3"		
Beam:	9'		

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, two lifting strakes per side, hard chines, navy gray gelcoat finish

Topsides & transom: Fiberglass transom, unknown core, Wing inflatable tube, five chambers, serial no. ERX8767RG121

Decks & superstructure: Molded fiberglass construction, unknown core, molded nonskid deck surface, navy gray gelcoat

Deck hardware: Tow post aft, T-top, center console, set of stern cleats, bow bits

Longitudinals/stringers: Fiberglass hull liner

Layout/interior components: Center console

Bilge: Dry

Comments: The vessel was inspected on a trailer and underway. The hull bottom was visually inspected and randomly sounded as possible on the trailer. The hull bottom is in good structural condition. The hull bottom is unpainted (no anti-fouling paint). The hull sides / tubes and transom were visually inspected and the transom was randomly sounded. The hull sides / tubes and transom are in good condition. The tube has just been replaced with a new tube and has a serial number (which appears similar to a hull number) indicating it is a 2021. There are a few scratches on the bow and forward on the starboard outer strake. The deck and superstructure were visually inspected. The deck and superstructure are in good structural and satisfactory cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected. Overall the deck hardware is in good condition. The aluminum T-top flexes underway and some of the fasteners are into the fiberglass, most of the fasteners are into the aluminum console's flange. The structural reinforcements including the liner was visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is holding minimal water. There was a rusty oil sheen on the bilge water following the sea trial. There is a high waterline in the aft bilge, likely indicative of a prior water accumulation event. The interior of the vessel is in satisfactory cosmetic condition. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond

the scope of this inspection.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Main engine: Cummins 6BTA5.9M, 180 h.p. @ 2,500 rpm

Engine application: Diesel, six cylinders, turbo charged

Serial number: 46081699

Transmission: Velvet Drive 10-18-007, ratio and serial number not visible

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push / pull cables, single lever control

Exhaust system: Wet system, metal elbow, fiberglass tubes, flexible hoses, transom assembly discharge

Propulsion gear: Konrad 520 outdrive, serial numbers transom assembly 5768, upper unit 5769, lower unit 5770, Powertech three blade LH propeller, flexible coupling at transmission

Steering system: Hydraulic system, outdrive application

Through hulls & components: One bronze through hull to starboard aft, drain fitting to port aft

Location of through hulls as visible: One bronze through hull to starboard aft, drain fitting to port aft

Bilge pumps: Rule 2000 submersible aft, manual pump

Comments: The engine and outdrive were visually inspected and tested during a sea trial. This survey is not a mechanical survey. Please consult with a qualified technician for greater detail as to the condition of the machine systems. The hour meter on the new engine instruments read 28.5 at the beginning of the sea trial. We did not record what the current owner found on the prior hour meter and accuracy of the engine hour meter is beyond the scope of this survey. The engine started cold and started quickly. The external surface and peripheral components of the engine and outdrive appear satisfactory. There is surface corrosion externally on the engine, on the jack shaft and the transmission coupling assembly. External paint is failing on the engine. There is a crack in the outdrive's housing at the top edge of the propeller. The significance of the crack is beyond the scope of this survey. Wide open throttle was 2,450 rpm per the tachometer and top speed was approximately 35 miles per hour. The engine controls functioned normally. The exhaust system is properly arranged and installed. The exhaust system is unusual for an outdrive, it discharges through a fitting on the

starboard side of the transom assembly. The propulsion components including the outdrive and propeller were visually inspected and manipulated. The propeller is slightly hard to spin. Overall the outdrive and propeller appear satisfactory. The steering system was visually inspected and test operated. The steering system functioned normally. The steering is a bit tight. The current owner reports this is normal for this type of outdrive. The through hull was visually inspected and the valve was manipulated. The through hull is in good condition. We did not remove the hull drain plug. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The only seawater system is the engine seawater supply. The electric bilge pump was energized with its “momentary on” toggle switch. It did not energize with its float switch. The manual bilge pump was not tested. The manual bilge pump pickup hose is disconnected.

Summary: Satisfactory

TANKAGE

Fuel: 35 gallon plastic tank below foredeck

Fill & vent: Deck fill fitting forward labeled “diesel”, USCG type A2 hose (where visible)

Feed & return: USCG type A1 flexible hoses, Racor filter, valves forward of engine

Comments: The fuel system including the tank, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The condition and age of the fuel, (water and waste) and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. There is minor debris in the Racor filter bowl. Please consider filling the tank for a simple, practical test of its integrity. Accuracy of tank level gauge is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

AC system: 30A / 125V shore power inlet to port on center console, 120 volt system

DC system: Two West Marine starting 800 (model 15020100) 7/21 sticker 12 volt batteries in plastic boxes in aft bilge, battery switch on panel, 12 and 24 volt system

Wiring: Multi-strand wires

Circuit protection: AC panel on console includes main and branch circuit breakers, DC branch circuit breakers on center console

Comments: The electrical system including the 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. We did not test the AC electrical system. There are water stains in the battery boxes. The

battery box lids do not fit the boxes. There is no GPS or MMSI information in the vhf. The multifunction device reset twice during the sea trial, this is often associated with low voltage. The cause for this particular malfunction is beyond the scope of this survey. The condition of the batteries is beyond the scope of this inspection.

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2021)

Fixed fire system: None

Flotation devices: None

Horn/distress flares: Flares expired, electric horn

Navigational/anchor lights: Combination side lights, all-around light

Anchor & ground tackle: West Marine Trad 8 anchor with chain and line rode

Comments: Safety equipment for firefighting protection appears satisfactory. Personal flotation devices were brought aboard by the current owner. Current distress signal flares are not aboard. The vessel has a hailer horn which is reportedly connected to the vhf and provides legally required sound signaling, it was not tested. There is no garbage or oil placard aboard. There is no waste management plan aboard. The navigational and anchor lights are properly arranged, installed and functional. 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.

Summary: Satisfactory

ACCESSORIES

Swim platform, internal sea strainer, Analytic Systems VTC 300-32-12 converter, drive trim level gauge, engine instruments include tachometer with digital hour meter, oil pressure, volt and temperature, fuel level gauge, Dual MXD339BT stereo, Garmin multifunction device with plotter / sounder / radar, Horizon Matrix GX2000 vhf, Quicksilver galvanic isolator, Professional Mariner APM 8-2 battery charger, freshwater engine flush fitting

SUMMARY

The vessel is a fiberglass rigid hulled inflatable equipped with a diesel engine and an outdrive. The current owner is a boat dealer, and stated that he purchased this vessel via a government services auction (GSA) in Williamsburg, VA. He stated that since purchase he has installed new tubes (sponsons), serviced the outdrive and the gimble boxes, installed a new T-top and hatches, installed new electronics, installed new batteries and a new switch panel. The vessel was inspected on a trailer and underway in San Diego Bay and off-shore San Diego. The vessel is basically structurally and mechanically sound and suitable for its intended purpose as a utility type recreational 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

XXXX

**NEW REPLACEMENT
VALUE**

XXXX

INVESTMENT

XXXX

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 sale prices and the asking prices found on various websites below. The two most important factors distinguishing these types of vessels is their engine fuel type and the military grade build versus recreational build. The only diesel ribs in the SoldBoats reported sales comps are two that sold in Great Britain for approximately \$31,000 each. The best comparable boat is the 2002 Zodiac 733, asking \$55,000. It is a similar boat, but is two years newer. The vessel inspected is slightly different with a custom T-top, new electronics, recently serviced electrical system and outdrive. Both vessels have new tubes. West coast traditionally hold a higher value and all of the data considered in this vessel.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
24	Ribeye 7.5	2002	12-Jul-21	26,087	30,206	Poole, Dorset, United Kingdom
21	Zodiac Hurricane FCB-210	1999	28-Jun-21	31,000	39,500	South Haven, MI, USA
23	Ribeye 7.25	2000	10-Mar-21	39,130	41,183	St Helier, Jersey
24	Zodiac Medline Iii	2003	25-Feb-21	43,665	46,840	Vancouver, BC, Canada
24	Zodiac Medline Iii	2002	6-Feb-21	25,870	31,632	Campello , Spain
25	Ribeye S785	2003	27-Jan-21	30,206	30,892	Christchurch, Dorset, United Kingdom
24	Ribtec 7.4	2001	7-Jan-21	13,730	17,842	Jersey, Jersey
21	Cobra Ribs 6.6	2000	2-Dec-20	19,908	19,908	Poole, Dorset, United Kingdom
21	Avon 620 Yamaha F115	2002	5-Sep-20	19,215	19,215	Hayling Island, Hampshire, United Kingdom
24	v-type V Type RIB	2003	4-Sep-20	30,892	30,885	Hamble, Hampshire, United Kingdom
24	Cobra Ribs Nautique	1999	21-Aug-20	21,968	22,654	Christchurch, Dorset, United Kingdom
24	v-type V1 Classic	2003	11-Aug-20	26,087	30,892	Lymington, Hampshire, United Kingdom
22	Cobra 6.60	1999	10-Aug-20	20,252	21,899	St Peter Port, Guernsey

2011 Pascoe 7.4 Shuttle **2011 Pascoe 7.4 Shuttle**

\$88,000

MIDDLETOWN, RI

Offered By: Private Seller

CONTACT

1. Save

1993 Willard 24 **1993 Willard 24**

\$26,000

Manorville, NY

Pop Yachts

2. Save

2003 Zodiac 733 I/O **2003 Zodiac 733 I/O**

\$55,000

Brooklyn, NY

Safely Moored Yacht Sales

Porters 7.8m RIB

US\$30,202 *

26 ft / 2001
Surrey, United Kingdom
Boatshed London

Zodiac Medline Iii

US\$47,362 *

24 ft / 2002
Poole, Dorset, United Kingdom

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TEL 619.223.7380 800.944.4789 FAX 619.223.7390
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Clipper Marine (Poole)

Halmatic Arctic 24

US\$49,421 *

24 ft / 2000

Conwy, Conwy, United Kingdom

Network Yacht Brokers (Conwy)

Titan 249 XL Offshore Cabin

US\$83,368 *

24 ft / 2001

Sidney, British Columbia, Canada

Custom Yachts

Titan 249 XL

US\$118,303 *

24 ft / 2001

Sidney, British Columbia, Canada

Custom Yachts

25ft Fast patrol RIB - 13518

- VESSEL INFO
- VIDEOS
- [DETAILED SPECS](#)
- VESSEL FAQs

Description

25ft Fast Rigid Inflatable Boat (RIB) 30+ kts. Built for US Government. In very good condition and can work. Low hours. Complete with Cobalt trailer dual-axle

REGISTRATION

YEAR BUILT: 2001
BUILDER: Willard
FLAG: U.S
CLASSIFICATION: None required
CONSTRUCTION: Fiberglass
GROSS / NET TONS: /
CERTIFIED: No CERT. EXPIRES: n/a
OF PASSENGERS: 6
LOADLINE: NONE REQUIRED
LAST SURVEY

DIMENSIONS

LENGTH: 25 FT. / 8.2 MT.
BEAM: 9 FT. / 2.95 MT.
DRAFT: 1.0 FT. / 3.28 MT.
REG. LENGTH: 0.0 FT. / 0.0 MT.

CAPACITIES

	Gal.	M Tons	Barrels
FUEL:	50	0.18	1.0
POTABLE WATER:	0	0.0	0.0
BALLAST:	0	0.0	0.0
DECK CAPACITY:	n/a		

PERFORMANCE

SPEED: 32 KTS
CONSUMPTION: GPH: 0.0 Tons Per Day: 0.0

MACHINERY

MAIN ENGINES: 1 Cummins 6BT
HRS. 125
HORSEPOWER: 240
REDUCTION GEAR: Bravo II RATIO:
PROP: 19
NOZZLE: No
GENERATORS: NONE - KW:
BOW THRUSTER: No

DECK EQUIPMENT

CRANES: No

ELECTRONICS

AUTO PILOT: No
DEPTH FINDER: No
PLOTTER: No
EPIRB: No
GPS: No
GYRO: No
RADIO VHF: Yes
RADIO SSB: No
RADAR: No

ACCOMMODATIONS

BERTHS: 0

STATEROOMS: 0

LOCATION

LOCATION: Inland Rivers

2021 Zodiac Boats Pro Classic 750

25'

\$95,283

[\\$628/month Payment Calculator](#)

Newport, RI

2006 Caribe 24' RIB

24'

\$65,000

[\\$429/month Payment Calculator](#)

Needles , CA

[Sell a boat like this](#)

DETAILS

Year

2006

Make

Caribe

Model

24' RIB

Class

Inflatable

Length

24'

Location

Needles , CA

Hull Material

Fiberglass

Hull Shape

Other

DESCRIPTION

2006 Caribe 24' RIB

2006 Caribe 24' rigid inflatable boat. Mercury Verado 275 with 328 hours. Brand new Raymarine Quatem series electronics GPS, Radar, fish finder, stereo, auto pilot all controlled on 12 touch screen . Includes removable bait tank, full cover, Pacific trailer. Custom stainless steel tee top with brand new cover, front and rear led spreader lights. Tee top design to pull skiers and wake boarders from top. Custom removable rear stainless backrest with 8 rocket launchers

25'

Fuel Type

Other

Location

Newport, RI

Hull Material

Fiberglass

Hull Shape

Other

DESCRIPTION

2021 Zodiac Boats Pro Classic 750

2021 Zodiac Boats Pro Classic 750, **This boat is SOLD**2021 Zodiac Boats Pro 750
The range is aimed at the lovers of all nautical sports from fishing to waterskiing and diving. For those who are looking for comfort, performance and safety in which to practice their favorite sport.

Features may include:

Hull

- Deep V-shaped polyester hull
- Molded non-slip deck (self draining)
- 1 bow ring
- 2 tow rings
- Lockable bow locker
- Bow underdeck storage compartment
- 4 high volume bailer

Buoyancy tube

- Removable buoyancy tube
- Hypalon™ -Neoprene™ fabric
- Easy push valves
- Polyamide lacing cuff + safety grab lines
- Non-slip patch
- Wide anti-chafing deflector fender
- 6 external handles
- 1 internal handle

Fabric

- Hypalon
- Thermobonded PVC

Standard Equipment

- Integrated fuel tank + water / fuel separator: 310 liters

- EPA fuel tank capacity: 79 US gal
- Electrical circuit with battery couplers and circuit breaker
- 2 bilge pumps
- Foot pump
- 1 pressure gauge plug
- Repair kit
- Owner's manual

- Bathing ladder
- 1 polyester bow roller

MEASUREMENTS

Dimensions

Nominal Length

25ft

Beam

96ft

2022 Gala V650H

21'

\$53,653

[\\$354/month Payment Calculator](#)

Racine, WI

[Sell a boat like this](#)

DETAILS

Year

Marine Claims Assistance - Vessel Inspections
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2022

Make

Gala

Model

V650H

Class

Inflatable

Length

21'

Fuel Type

Gasoline

Location

Racine, WI

Hull Material

Aluminum

DESCRIPTION

2022 Gala V650H

!!!!!!!THIS BOAT IS ORDERED IN WHITE!!!!!!!

2022 Gala V650H

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. Bring aboard all legally required carriage items include required, current and approved distress signal flares, garbage placard, oil placard and waste management plan.
2. Determine the source of the rust stains and oil in the bilge water following the sea trial. Eliminate the source, clean the bilge to allow detection of any future issues.
3. Determine the significance of the crack in the outdrive housing at the top of the propeller and address if / as necessary. The propeller was not removed during our survey.
4. Service and prove the bilge pump functional in the automatic mode, it was not functional with the float switch.
5. Reconnect the hose to the manual bilge pump and prove the manual bilge pump properly functional.
6. Provide GPS and MMSI information to the vhf so that it will function in the distress mode.
7. Determine why the multifunction device reset twice during the sea trial and eliminate the cause of this condition.

SECONDARY

1. There are minor scrapes on the bow and on the starboard outer strake forward, address as desired.
2. Clean the bilge to remove the highwater line and staining and clean the battery boxes to remove staining to allow detection of any future water accumulation events.
3. The bottom of the vessel was visually inspected and percussion tested as possible on the trailer, the trailer limits the inspection, consider inspecting the vessel off of the trailer in a lifting device which provides more access and addressing any deficiencies found.
4. The hull bottom is unpainted and the client stated his intention to leave the vessel in the water over the summer months, paint the bottom as necessary.
5. The T-top flexes underway and at least two of the fasteners are into the fiberglass deck versus the aluminum console. Assure that the T-top is properly secured or address if / as necessary.

6. There is corrosion and paint failure externally on the engine and transmission and corrosion on the forward end of the jack shaft and coupler. Eliminate any cause of corrosion, address any damage, clean and paint to allow detection of any future weeps or leaks.
7. As possible, determine the actual engine hours and record them for future reference and maintenance purposes.
8. The engine did not reach its designed rpm of 2,500 it reached 2,450 per the tachometer. Determine why it did not reach the designed specification and address appropriately.
9. The propeller is somewhat hard to turn, determine the significance and address if / as necessary.
10. The steering is stiff, determine the significance and address if / as necessary.
11. Provide properly sized battery box lids which fit the boxes appropriately. The current lids do not properly fit the boxes.
12. Clean the fuel filter bowl and fuel as necessary. There is debris in the bowl.
13. The following components were not tested or inspected: AC electrical system, hull drain fitting, manual bilge pump, sound signaling apparatus, all functions of entertainment devices (stereo) and all functions of 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.



August 26, 2021

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date