

# Christian & Company

MARINE SURVEYORS

## STANDARD SURVEY

Client: Removed for privacy

Date of report: September 27, 2021

Our file #: 21 – 20246web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on September 23, 2021 while the vessel was trailered at removed for privacy and XXXX (client), XXXX (current owner) and 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**  
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### VESSEL DESCRIPTION

Builder:	Bayliner	Reg. #:	Removed for privacy
Model/type:	Capri / cuddy cabin	HIN:	Removed for privacy
Year:	1990 (model year)	Engines:	One OMC
Length:	20'	Name:	None
Draft:	2' 6"	Hailing Port:	None
Beam:	7' 6"	Weight:	Unknown
		Displacement:	Unknown

### HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, grey gelcoat, double hard chines, three lifting strakes per side

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, metal rub rail with rubber insert

Decks & superstructure: Molded fiberglass construction on the foredeck, unknown core, fiberglass over plywood in the cockpit, white gelcoat on the foredeck, blue carpet in the cockpit, molded nonskid deck surface on the foredeck

Deck hardware: Sets of cleats aft and amidships, single bow cleat, single cleat center on the transom, stainless steel bow rail, windshield, foredeck hatch

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Cockpit aft with engine compartment below the center aft seat, helm to starboard forward in the cockpit, cuddy cabin center forward through folding companionway doors

Bilge: Dry and dirty

**Comments:** The vessel was inspected while on a trailer. The hull bottom was visually inspected and randomly sounded. There is beaching damage centerline at the bow. The hull bottom is in satisfactory structural condition. The hull sides and transom were visually inspected and randomly sounded. There is trailering damage at the bow. There are spider cracks in the gelcoat to starboard amidships. There is impact damage to port forward by the bow, the rub rail is dented in and partially separated. There is impact damage on the port hull side amidships, including fiberglass cracks and a dented rub rail. There are small chips in the gelcoat on the deck at the bow and on the transom. There is paint on the superstructure to port amidships. The gelcoat is generally aged. The hull sides and transom are in satisfactory structural and cosmetic condition. The deck and superstructure were visually inspected and randomly sounded. The deck in the cockpit is deteriorated and flexes under foot in the center and to starboard aft. The carpet in the cockpit is deteriorated and has failed on the forward cockpit sole hatch. The deck and superstructure are in satisfactory structural and cosmetic condition. The

deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. The upholstery is aged and damaged in the cuddy cabin and in the cockpit. The boarding grab rail is loose. The starboard aft cleat is cracked at its base. The mounts for the bow rail stanchions are split. The foredeck hatch is cracked and one dog is broken off. The companionway door is difficult to open and close. Overall the deck hardware is in satisfactory – marginal condition. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is dry and dirty. The interior cabin spaces are neat, clean and orderly. There are spiderwebs inside the cabin. The sideliner is damaged to port inside the cabin. The interior of the vessel is in satisfactory cosmetic condition. This survey is not a mold 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**

**MACHINE SYSTEMS**

Main engine: One OMC Cobra 5.0 Litre, 502APRMED

Engine application: Gasoline, 8 cylinders, raw water cooled, outdrive

Serial number: T1124073

Outdrive: OMC Cobra model 985687, serial number T0636895

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, single lever controls, single helm

Exhaust systems: Outdrive application

Propulsion gear: Outdrive application, painted aluminum three blade propeller, OE 09 21, 2511-145-19

Steering system: Power assist, single actuator, outdrive application, single helm

Ventilation: One blower

Generator: None

Location of through hulls as visible: Transom drain

Seawater systems: Flexible hoses for the engine, double clamped connections

Bilge pumps: One Atwood submersible pump in the engine room

**Comments:** The engine and outdrive were visually inspected and tested while on a trailer only. 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 engine hours were 802.3 per the hour meter inside the engine compartment. The engine was started, the outdrive was touched into forward and reverse gears and throttled up. We did not test a no load wide open throttle. The tachometer was “bouncing” and idled at 1,500 rpm. The belt on the engine is aged and cracked. There is minor damage and corrosion on the outdrive. There was difficulty turning the key to start the engine. The drive trim level gauge did not move when the drive was trimmed. The engine and outdrive are an older make, this may prove difficult to find spare parts. The screen is damaged on the seawater intake on the outdrive. The external surface and peripheral components of the engine and outdrive appear satisfactory. The engine controls functioned normally. There is corrosion on the engine’s exhaust elbows. The exhaust system is properly arranged and installed. The propulsion components were visually inspected and appear satisfactory – good. The steering system was visually inspected and test operated. The steering was stiff and made a “creaking” noise. The steering is power assist steering and was not tested with the engine on. The engine room blower was energized and sounded rough and there was limited air movement. The electric bilge pump did not energize with its toggle switch.

**Summary: Satisfactory**

### TANKAGE

Fuel: 30 gallon capacity in one (aluminum 5052) tank located centerline in the cockpit bilge

Fill & vent: Fill fitting to starboard of center on the transom, marked “gas”, unknown type fill hose (no markings seen), USCG type A1 vent hose (dated 1989)

Feed: USCG type A1 hose (date on hose from filter 2006)

Water: None

Holding: None

**Comments:** The fuel system including the tank, fill, vent and feed lines were visually inspected as installed. Where visible the fuel system components are in satisfactory condition. No date was seen on the fuel fill hose and the hose is cracked. The vent hose is dated 1989. The feed hose is dated 2006. The condition and age of the fuel, and the integrity of the tank (fuel) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The accuracy of tank level gauges is beyond the scope of this survey.

**Summary: Satisfactory**

## ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, one Interstate MTP-78 12 volt sealed battery in a plastic covered box in the port aft bench seat

Wiring: Multi-strand, likely original wiring

Circuit protection: DC fuses on the interior of the helm consol

**Comments:** The electrical system including the battery, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. The battery is not secured. The switches at the helm are aged. There is no battery switch. The stereo did not energize. The vessel's battery is an "automotive" battery and not a "boat/marine" battery. Overall the electrical system is in satisfactory condition. The condition of the battery is beyond the scope of this inspection.

**Summary: Satisfactory**

## SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (2007) by the helm, one type B:C size (2015) in a cubby to starboard aft in the cockpit

Fixed fire system: None

Flotation devices: Eight adult type II PFDs, no type IV

Horn/distress flares: No flares, electric horn (inoperative)

Navigational/anchor lights: Stick (pedestal) all around light, combination bow light

Anchor & ground tackle: Small beaching anchor with line rode

Other equipment: Handheld signal flag for swimmer/tubing

**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 is no type IV throwable PFD aboard. The horn is inoperative and there is no secondary sound signaling device. No signal flares were seen aboard. No day or night distress signal was seen. Garbage and oil placards were not seen. The navigational and anchor lights are properly arranged and installed but not functional. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

**Summary: Satisfactory – Marginal**

### **ACCESSORIES**

Cockpit seating, back to back folding chairs, engine instrumentation includes water temperature, oil pressure gauge, voltmeter, tachometer and hour meter, drive trim level gauge, speedometer, Humminbird 200DX depth finder, Dual MXR42 stereo, Dual speakers

Trailer information: Escort trailer, steel, single axle, model illegible, VIN 405119BB4LC000074 (per the trailer identification card), load illegible, two jack stands, two bunks, brake lights, California license plate number 4NP13181

### **SUMMARY**

The vessel is a production fiberglass cuddy cabin equipped with a single gasoline inboard / outdrive engine. The vessel was built in the USA. The current owner reported that he purchased the vessel in May 2021 in San Diego, CA. He reported that the engine and outdrive are original as far as he knows. The vessel does not have bottom paint. He reported no known issues with the vessel and disclosed no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel was inspected while on a trailer. The engine was briefly test operated on the trailer only. The outdrive was touched into gear and throttled up. No sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a protected waters and near coastal cruising 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**

<b>ACTUAL CASH VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
XXXX	XXXX	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 average sale price of similar vessels on Soldboats.com is \$8,820 and the average current listing price of similar vessels on Facebook.com, EBAY.com and BoatTrader.com is \$7,778. The vessel is in below average condition for its age, has no upgrades to electronics or machine systems and has several cosmetic defects. The vessel that sold for \$18,000 was repowered in 2004 and has a four-stroke outboard engine. There is no information about the vessel listed in Everett, WA for \$14,997. The condition of the vessel, its systems and location have been factored into our valuation. The data from Soldboats.com and Yachtworld.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
20	Bayliner 2050 Capri	1992	18-Aug-21	6,995	6,995	Indianapolis, IN, USA
21	Bayliner 2052 Capri Cuddy	1992	9-Dec-20	18,000	19,500	Oceanside, CA, USA
19	Bayliner 2052 Capri CL	1991	15-Jun-20	9,995	9,995	Coeur D Alene, ID, USA
19	Bayliner CAPRI	1992	8-Jun-20	4,000	6,000	Everett, WA, USA
20	Bayliner Capri Cuddy	1991	5-Jun-20	5,000	5,999	Seattle, WA, USA
21	Bayliner 2159 Trophy	1988	2-Apr-21	9,251	8,490	Seattle, WA, USA
21	Bayliner Trophy 2159 Hardtop	1990	18-Aug-20	8,500	8,995	Salt Lake City, UT, USA

**1990 Bayliner capri**  
\$3,900

**Vehicles**

Listed 2 weeks ago in [San Diego, CA](#)

Exterior color: White · Interior color: Blue  
Fuel type: Gasoline

## Bayliner CAPRI

### Pompano Beach, Florida

1991

**\$9,995**

Complete Marine is pleased to offer this very nice condition 1991 Bayliner Capri Bowrider equipped with a MerCruiser 4.3 V-6 engine that was rebuilt with a new long-block in 2017, it has only 111 total hours since overhaul! This boat is in great shape for the age and shows well. Features include SeaDeck style flooring throughout, AM/FM/CD Stereo, Garmin EchoMap DV GPS, port & starboard Back-To-Back convertible seats, bow filler cushions, ski locker, bimini top, cockpit and bow covers, and more! If you are looking for an inexpensive way to get on the water, your boat has just come in...it will not last long! Nice, clean boats like this show pride in ownership and sell quickly, call David at Complete Marine today to schedule a showing! Trades are considered and financing may be available! Call Today!

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**Enhanced**

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Seller COMPLETE MARINE

[954-800-2497](tel:954-800-2497)

Bayliner 21

Everett, Washington

**Marine Claims Assistance - Vessel Inspections**  
1276 Scott Street – San Diego, CA 92106  
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1991

**\$14,997**

Seller Boat Country

7

[425-230-6020](tel:425-230-6020)

Bayliner 2002 Trophy Walkaround

**Grand Island, New York**

1991

**\$5,500**

Seller The Wheelhouse Inc.

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1991 Bayliner Capri (EBAY)

**\$4,500.00**

0 bids **Ending Today at 12:47PM PDT1h 53m** Local Pickup

## 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 extinguisher per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician and inspected by a qualified technician or replaced every six years.
2. Provide federally required, approved and current distress signal flares.
3. The navigation lights did not function when tested. Service or replace the lights and prove them properly functional.
4. Provide at least one type IV throwable PFD per federal regulations.
5. The horn is inoperative and there is no secondary sound signaling device. Provide a suitable sound signaling device per federal regulations.
6. Properly secure the battery and install a battery switch per ABYC recommendations.
7. The bases of the bow rail stanchion posts are split. This creates a potential fall hazard, address appropriately to eliminate any liabilities.
8. The ignition key was difficult to turn when starting the engine. Determine why it was difficult and address appropriately.
9. The blower sounded rough when energized and there was limited air movement. Replace the blower and prove it properly functional.
10. No date was seen on the fuel fill hose and it is cracked. Replace the hose.
11. The fuel vent hose is dated 1989 and the fuel feed hose is dated 2006. The industry standard life expectancy "rule of thumb" for fuel hoses is ten years, either replace the hoses or monitor and replace as necessary.
12. The cockpit deck is deteriorated in the center and to starboard aft. This presents a potential fall hazard. Determine the significance of the deterioration and address appropriately.
13. Properly secure the reboarding grab rail.
14. The belt on the engine is aged and cracked. Replace the belt.
15. The bilge pump did not energize when tested. Service or replace the bilge pump and prove it properly functional.
16. The tachometer was "bouncing" when the engine was on and showed an idle of 1,500 rpm. Determine if the tachometer is properly functional and address appropriately. The engine should not idle at 1,500 rpm, address appropriately.

17. The steering was stiff with the engine off and made a “creaking” noise. The steering was not tested with the engine energized, it is power assist steering. Determine the significance of the “creaking” sound, service the steering components as necessary and prove the steering properly functional.

## **SECONDARY**

1. The stereo did not energize. Address as desired.
2. The vessel’s battery is an “automotive” battery and not a boat battery. An automotive battery is not designed for long periods of “sleep” like a boat battery, replace the battery as desired.
3. There is corrosion on the engine’s exhaust elbows. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean and paint the exhaust elbows to allow detection of future weeps, leaks and corrosion.
4. There is minor corrosion and damage on the outdrive. Determine the significance of the corrosion and damage and address as necessary or desired.
5. The drive trim level gauge did not move when the outdrive was trimmed. Address as desired.
6. The filter screen is damaged on the seawater intake on the outdrive. Address as desired.
7. The upholstery is aged in the cockpit and in the cabin. Address as desired.
8. There is impact cracking to port amidships and port forward at the rub rail, the rub rail is dented at these impacts and slightly separated from the hull. Determine the significance of the gelcoat cracking and address as necessary or desired.
9. There is minor gelcoat cracking to starboard amidships. Determine the significance of the gelcoat cracking and address as necessary or desired.
10. There is paint on the superstructure to port amidships. Determine the purpose of the paint, inspect and address any deficiencies that may be found as desired.
11. There is triling damage at the bow and beaching damage on the hull bottom forward. Determine the significance of the damage and address as necessary or desired.
12. The foredeck hatch is cracked and one dog is broken. Replace the foredeck hatch as desired.
13. The companionway door is difficult to open and close. Address as desired.
14. The carpet in the cockpit is aged, deteriorated and has failed on the sole hatch and forward in the cockpit, address as desired.
15. The sideliner is damaged to port in the cabin. Address as desired.
16. The starboard aft cleat is cracked at its base. Address as desired.
17. The transducer for the Humminbird is not properly secured to the transom. Secure it.
18. The following components were not tested or inspected: wide open throttle, sea trial.

**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.



September 27, 2023

By: Mr. Kells Manthei, SAMS SA

Date



September 27, 2023

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

Date