

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: November 29, 2021

Our file #: 21 – 20309web

Current owner: Removed for privacy

Location: Pier 32 Marina
National City

Date of inspection: November 24, 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:	Byron Hurst	Doc. #:	Removed for privacy
Model/type:	Exuma 52 shoal draft centerboard schooner	Engine/MFG:	Westerbeke 55 D four
Year:	2020 (completed)	H.P. per:	55
Length:	60' (w/o davits)	Serial numbers:	267180LG
Draft:	3' / 12' (board down)	Type of instal. :	Diesel, four cylinders, v-drive
Beam:	13' 6"	Generator:	6.5 Kw Westerbeke
Name:	Removed for privacy	Hailing port:	Brooklin ME
HIN:	Removed for privacy		

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is cold molded plywood with fiberglass encasement. Deck is constructed of fiberglass over plywood and above deck structures are constructed of fiberglass over plywood. Bulkheads are constructed of plywood. Overall condition of the hull structure appears good – excellent. The vessel's weight is 33,000 lb. (reported). Exterior rails and hardware appear good. Mast, mast step, standing rigging and chain plates, where visible, appear good. Cosmetic condition of vessel appears good externally and internally. Vessel's external colors are white with dark blue bulwarks. Below waterline through hull fittings appear good. The vessel is equipped with one manual and five electric / automatic bilge pumps that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of one blower and natural ventilation and appears good. General housekeeping appear good.

Summary: Good – Excellent

MACHINE SYSTEMS

Engine's external surfaces appear good - excellent and exhibit no significant rust, oil or coolant leaks. Engine is based on an Isuzu block. Engine hour meter exhibits 480 hours. Motor mounts appear good. Cooling system appears good. Fuel system and components appear satisfactory. Exhaust system and components appear good. Electrical system and components appear good. Engine control system appears good, and shaft log appears good. Steering control system appears good and rudder port appears good. Propulsion components were not inspected. Generator's surfaces and motor mounts appear good - excellent. Generator's peripheral components and systems appear good – excellent. Generator's model is 6.5 EDT and serial numbers are engine 2454900K / gen 1870049. Waste systems and components appear good. General service seawater systems appear good.

Summary: Good – Excellent

FUEL SYSTEM

There is 90 gallon capacity in one plastic tank located on centerline in aft bilge. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear good. Fuel shut off valves are located on tank and appear good.

Summary: Good

ELECTRICAL SYSTEMS

The AC shore cords, inlets and connections appear good. The AC wiring and outlets appear good. The AC main feeds are protected with circuit breakers. Battery arrangement appears good. Batteries are equipped with disconnect switches. DC wiring appears good. Circuit protection for the AC and DC branch system appears good. Wire terminations and connections appear good - excellent. Wire organization and arrangement appears good - excellent.

Summary: Good – Excellent

SAFETY AND LIFE SAVING

Vessel has four CO2 and one dry chemical portable fire extinguishers (2020 vintage). The vessel includes three smoke / CO alarms. The safety components include: various PFDs and several throwable PFDs; distress flares were not seen; RescYou 8 person life raft with current (6/2023) certification; suitable first aid kit; Fortress FX-55 and unknown plow anchors with 400' 3/8" and second anchor has 200' line with short chain and line rode that appears good. Navigational and anchor lights appear good – excellent (not tested). Vessel has current navigation rules. Vessel has oil and waste placards and a waste management plan. Other safety equipment includes: Life sling, EPIRB with 05/2030 battery expiry and hydrostatic release, MOB pole, portable AC bilge pump, canister airhorn, partial abandon ship kit.

Summary: Good

LP GAS SYSTEMS

Vessel is equipped with LP, which fuels the galley range and water heater. Tanks external appearance is good and they are properly secured. Ventilation appears satisfactory. Tank valves were opened and an odor was not noticed. Feed line is equipped with a reducing regulator, a pressure gauge and an electric shut off solenoid and feed lines appear satisfactory – good. System includes a Xintex S-2A detector / controller.

Summary: Good

DOCKING

The vessel was inspected at its normal slip location. Lines condition and arrangement appears good. Boarding hazards appear insignificant. Other security consists of marina personnel.

Summary: Good – Excellent

ACCESSORIES

Boom gallows, transom davits, Achilles soft bottom RIB with a 9 h.p. Yamaha four stroke outboard engine, bbq grill, bow sprit with ballast stay and whisker stays, Harken roller furling head sail assembly, roller furling head sail, Muir two drum electric windlass, two anchor rollers, two Sampson posts, bow washdown, two wooden masts, center board with manual winch, Victron 12V/3000Va / 120 amp battery charger, ProMariner ProSafe FS60 galvanic isolator, 50 amp shore power cord, portable boarding ladder, engine instruments include tachometer with hour meter, temperature oil pressure and volts, hydraulic steering, Vetus bow thruster, Raymarine autopilot, Raymarine hybrid touch multifunction device radar / plotter / sounder / AIS, dodger, dual Racor filters, with vacuum gauges for engine and generator, dual sea strainers, oil placard, ZF15M IV transmission, main engine exhaust gas / water separator, ProNautic 12-30P battery charger, sterling alternator controller, Ritchie compass, lifelines, grab rails, stainless steel deck hatches, garbage placard, waste management plan, Ritchie compass, Raymarine vhf, handheld vhf, two solar panels with RichSolar controller, chart table, engine instrument (electronic) chart table, Spectra Watermaker Force 10 three burner LP gas range, Sea Frost refrigeration, double galley sink, stainless steel port lights, dinette, galley foot water pump, electrical distribution panel at chart table includes branch AC and DC circuit breakers, Blue Sea 1832 DC voltmeter, 1833 DC ammeter, 1836 AC ammeter and 1837 AC voltmeter, cabin fans, vacu-flush head, plastic holding tank, Tankwatch 4 holding tank level indicator, LP gas water heater, extensive tool inventory, cabin fans, solar hatch vents, GE microwave oven, two 100 gallon fiberglass / plywood integral water tanks (not inspected), forward head includes vacu-flush head, shower and sink, foot pump at forward sink, second Tankwatch 4 holding tank level indicator, GFCI outlets, Rules of the Road, two 40 gallon plastic holding tanks, two waste discharge pumps, flexible propeller shaft to transmission coupler

SUMMARY

The vessel is a cold molded custom sailboat equipped with a diesel engine and a diesel generator. The client built the vessel based on a Reuel Parker design in Wausau, Wisconsin. He built the vessel with laminated plywood (cold molded) and encased it in fiberglass. The client was a wood worker with a full wood working shop prior to building this vessel. Following completion of the hull he had most of the electrical and plumbing system installed at Brooklin Boatyard in Brooklin, ME. The vessel appears to be well built, exhibits the builder's wood working skills and is in like-new condition. The vessel was inspected in its slip, the machine systems were not tested, the vessel was not hauled and no sea trial was performed. For the purpose of this survey and appraisal it is assumed that all systems are properly and normally functional, as they appear. There are a few minor projects that are pending completion but overall the vessel appears well suited for its intended purpose as a coastal cruising vessel.

Overall Summary: 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

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 sale prices and the yachtworld.com listing prices below, but this data is filtered through the surveyor’s interpretation and opinion. The vessel is difficult to compare to production boats. Most production boats, including those listed in the soldboats section, are more lightly built and have overall lower quality. However, the production boats have brand recognition and layouts that fit the mass market, thus their value will be higher than a vessel like this. The cold molded construction, separate cabins, semi-free standing masts with manual (no winch) trim design, low free board and particularly being “home built”, reduce the demand and thus the value. The condition and quality add to value. There is one similar (Reule Parker) vessel asking \$199,000, it does not appear to be as well finished or appointed. The surveyed vessel was built over a twenty year period, thus many components are older; the Certificate of Documentation lists year completed as 2020. The soldboats data is for new production vessels. The listings show the variation of prices for vessels built when this vessel’s construction was begun.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
			16-Nov-20			
51	Beneteau Oceanis 51.1	2020	20	565,000	589,500	Riverside, NJ, USA
			28-Feb-21			
54	Jeanneau 54	2020	21	697,000	-	Annapolis, MD, USA
51	Beneteau Oceanis 51.1	2020	2-Apr-21	624,400	725,669	Norwalk, CT, USA
51	Jeanneau Yachts 51	2020	21-Jul-21	537,000	574,000	Charleston, SC, USA

2019 Custom Reuel Parker Deadrise 53 Ketch

53ft

US\$199,000

Fort Pierce, Florida

Local Delivery Available

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

BASICS

Year
2019
Make
Custom
Model
Reuel Parker Deadrise 53 Ketch
Class
Motorsailer
Length
53ft
Fuel Type
Diesel
Hull Material
Composite

DESCRIPTION

2019 Custom Reuel Parker Deadrise 53 Ketch

CURRENTLY CRUISING UP US EAST COAST TO MAINE FOR SUMMER! SHE CAN BE DELIVERED TO YOU!

Imagine anchoring in just over three feet of water in parts of the Bahamas where most people can't reach...then imagine sailing from island to island with the performance of a centerboard. Imagine catching and cleaning fresh mahi for dinner in a cockpit that was designed just for that...or motoring at 11 knots if there's no wind. Imagine being aboard a boat that is unlike any other boat in the harbor...a true one-off! Renowned designer/builder/author Reuel Parker created this as his personal home, but circumstances have forced him to list her for sale AT BUILD COST.

She was designed specifically to cruise the Bahamas in the winter and Maine during the summer, with the proper mast height and draft to cruise the waterways and anchor in isolated locations that nobody else can reach, WITH the ability with the use of her centerboard to voyage offshore.

This boat is special. She's a one-off ketch with ROBUST cold-molded construction (see the photo of plugs taken from various sections of the hull and deck), built in the designer's personal shop in Fort Pierce, FL. After her initial launch, she cruised the Bahamas for a season. She's less than 2 years old so her mechanical and electrical systems and electronics are virtually new. With her centerboard up, she draws 3 feet.

She is fully self-sufficient, with 12-volt systems that require very little power to charge. Her solar bank is all that is needed. She's also simple and easy to sail. She's a cutter-rigged ketch with self-tacking staysail boom and a roller furling jib. She can be single-handed but has enough living space for 6 to be comfortable on an extended voyage. Her rugged build is reminiscent of a workboat, and you can see the influence of New England fishing boats and cargo carriers as well as traditional interisland trading vessels. She was designed with ease of maintenance in mind.

She is a true cruising boat. She is not "yacht finished" but is rather finished in a style that combines function with traditional beauty. Her saloon and aft stateroom are connected by a center cockpit with hard top with a recessed head that is both private and separated from living quarters (a design that Mr. Parker decided upon after years of looking for the perfect head location to avoid smell and proximity to primary living spaces. Her forward cabin is separated by a cargo hold from the saloon and features a vanity for convenience. Her saloon has a well-appointed galley, and large seating area which also doubles as bunks, and a large navigation station.

One unique feature is her aft cockpit, which is designed to be a fishing platform and even features a built-in fish cleaning table. She also has two sets of davits so you can be fully ready to explore and dive in different small craft of your choosing.

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Taswell 56

US\$475,000 *

56 ft / 2001
Stamford, Connecticut, United States
Brewer Yacht Sales At Stratford, CT

Islander 56

US\$399,000 *

56 ft / 2001
Fort Lauderdale, Florida, United States
David Walters Yachts

Polar Beluga

US\$298,000 *

55 ft / 2000
Guaymas, Sonora, Mexico
United Yacht Sales Mexico / California

Hylas 54

US\$499,000 *

54 ft / 1999
Charleston, South Carolina, United States
Denison Yachting - Charleston

[Live Video TourRequest Info](#)

Hylas 54

US\$475,000 *

54 ft / 1999
Waukegan, Illinois, United States
Larsen Marine Service

Hylas 54

US\$469,000 *

54 ft / 2000
Seattle, Washington, United States
Swiftsure Yachts

Hylas 54 Deck Saloon - Centerboard

US\$550,000 *

54 ft / 2000
Lancaster, Virginia, United States
David Walters Yachts

Amel Super Maramu 2000

US\$300,000 *

53 ft / 2001
Oranjestad, Aruba
The Little Ship Company

Beneteau 50

US\$70,000 *

50 ft / 2001
Colon, Panama
Sale Pending
Florida Yachts International

Bavaria 50

US\$174,999 *

50 ft / 1999
Deltaville, Virginia, United States
Chesapeake Yacht Sales

Beneteau 50

US\$89,000 *

50 ft / 2000
Jersey City, New Jersey, United States
Great Hudson Sailing Center - W. Haverstraw

Bavaria 50

US\$93,600 *

50 ft / 1999
Rodney Bay Marina, Saint Lucia
DSL Yachting

Beneteau 50

US\$169,500 *

50 ft / 2000
Seattle, Washington, United States
Marine Servicenter - Seattle

Farr 50 Pilot House

US\$300,000 *

50 ft / 2000
Honolulu, Hawaii, United States
Honolulu Yacht Brokerage International LLC

This survey is for the express purpose of insurance and/or appraisal. It is not meant as a buyer's survey.

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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. Only two of five bilge pumps were heard with their toggle switches in their momentary on mode. We encourage providing the ability to energize these pumps at their toggle switches and consider replacing momentary switches with constant on switches.
2. We encourage installation of a high water alarm.
3. The vessel is equipped with a propane water heater, assure that the water heater, and its installation and use, are safe and suitable for this application. The vessel is equipped with CO and LP alarms. ABYC prohibits "unattended" propane devices and a propane device should not be used when the vessel and the device is not level. Address any liabilities appropriately. Comply with the manufacturer's recommendations.
4. The HIN on the Certificate of Documentation does not follow US format. The HIN is not displayed on the transom. The HIN on this vessel should have a USZ "prefix" (home built vessel with federally provided HIN) and a suffix that address when the construction begun and was completed.
5. The lowest step in the aft companionway is not of the same height of the other steps and presents a trip and fall hazard. Address appropriately.
6. Display the documentation number on a fixed structural member of the vessel.

SECONDARY

1. Assure the vessel has all legally required carriage items including required, approved and current distress signal flares and 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.
2. There is minor cracking in the coatings on the deck, address as desired. This is a cosmetic issue.
3. There is fluid on the aft of center injector on the engine, determine the source, eliminate the source and remove the fluid to allow detection of any future weeps leaks, or spills. It may be engine oil.
4. There is only one chain visible on the exterior of the rudder; it apparently is designed to work as a stop. Replace the missing second chain.
5. The water maker and sea water washdown systems are pending completion, utilize the open through hull or plug the through hull.

6. There is soot on the overhead in the forward cabin, reportedly from an oil lamp. Remove the soot.

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.



November 29, 2021

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

Date