

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: August 21, 2022

Our file #: 22 – 20382web

Current owner: Removed for privacy

Location: Safe Harbor Boatyard
on Shelter Island, San Diego, CA

Date of inspection: March 8, 2022

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:	Westport /Admiralty Marine **	Doc. #:	Removed for privacy
Model/type:	Pilothouse Sportfisher	Engine/MFG:	Two Caterpillar 3406
Year:	1979	B.H.P. per:	440 @ 2,100 rpm
Length:	76' (LOA)	Serial numbers:	P – 4TB07929
Draft:	6'		S – 4TB07930
Beam:	19' 6"	Type of instal.:	Diesel, 6 cylinders
Name:	Removed for privacy		turbocharged, aftercooled
HIN:	14 *	Generators:	Two 30Kw Nor' Pro **
		Hailing Port:	San Diego, CA

* US Certificate of Documentation

** reported by captain/representative

*** builder's placard

HULL & STRUCTURE

The vessel was inspected while hauled. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of molded fiberglass. Coring is end grain balsa wood **. Bulkheads are constructed of fiberglass material with unknown core. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear good. Cosmetic condition of vessel appears good externally and internally. Vessel's external colors are white paint with blue and green boot stripes and blue and green stripes on the superstructure. Below waterline through hull fittings appear satisfactory. The vessel is equipped with three Rule 2000 submersible automatic bilge pumps located in the lazarette, forward in the engine room, amidships and forward of amidships and there is an engine driven "crash" pump on the port engine with pickups located forward, in the dive locker, in the engine room, forward of amidships and in the lazarette; the bilge pumps appear satisfactory and the bilge is dry. The ventilation system consists of four blowers and natural ventilation and appears good. General housekeeping appears excellent.

Summary: Good

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory – good and exhibit no rust, oil or coolant leaks. Engine hour meters exhibit P – 11,082, S – 11,018 hours. Motor mounts appear good. Cooling systems appear satisfactory – good. Fuel systems and components appear satisfactory. Exhaust systems and components appear satisfactory. Electrical systems and components appear satisfactory. Engine control systems appear good, and shaft logs appear good. Steering control system appears satisfactory and rudder ports appear satisfactory. The propellers have been removed for the application of Propspeed. Generators' surfaces and motor mounts appear satisfactory. Generators' peripheral components and systems appear satisfactory. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory – Good

FUEL SYSTEM

There is 2,400 gallon total capacity ** in four aluminum tanks located forward and aft in the engine room. 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 the tanks and appear satisfactory.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

The AC shore cord, inlets and connections appear satisfactory. 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 satisfactory – good. Circuit protection for the AC and DC branch systems appears good. Wire terminations and connections appear good. Wire organization and arrangement appears good.

Summary: Good

SAFETY AND LIFE SAVING

Vessel's portable fire extinguishers include two type A size II, type B:C size II located in the engine room and below the pilothouse helm, one type A size II, type B:C size I in the engine room and three type B:C size I located in the galley, to starboard in the pilothouse and in the starboard cabin; the fire extinguishers were all tagged with an inspection date of May 2021 and all gauges are in green. Vessel's fixed fire suppression system is a Kidde model KPH-60-60 unit located to starboard forward in the engine room with Halon 1301 agent, inspected May 2021 and the gauge is in green. The vessel includes two CO alarms (currently removed during maintenance) and one smoke alarm (currently removed during maintenance). The safety components include: 8 adult type I PFDs, 2 inflatable type PFDs and 2 throwable PFDs; distress flares with current certification; Winslow 8 person life raft with expired certification 3/2022; suitable first aid kit; 140 lb. CQR primary anchor with chain and line rode and one West Marine Traditional 26 lb. anchor in the lazarette which appear good. Navigational and anchor lights appear good. Vessel has current navigation rules. Vessel has an oil placard, garbage placard and waste management plan. Other safety equipment includes: EPIRB (battery expired 1/2019) with hydrostatic release (expired 2016) on the flybridge, two handheld orange smoke (expiration 2024), whistle, blankets, distress flag, handheld SOS strobe, signal mirror, highwater alarm, Watch Commander watch alarm, ditch kit, EPIRB in ditch kit (battery expiration 2/2025, registration expiration 2/12/2023), canister air horn.

Summary: Good

STORAGE

The vessel was not inspected at its temporary storage location. Boarding hazards appear insignificant. All entry points are reportedly kept locked.

Summary: Good

ACCESSORIES

Bow plank with integral anchor roller, Seakeeper 16 gyroscopic stabilizer, cockpit bank tank, two lazarette freezers, hydraulic steering, AquaLights Blaster, cockpit "kill box", Dometic ice chopper, Max Air dive air compressor, cockpit refrigerator, cockpit freezer, underwater lights, cockpit coat hangers, miscellaneous fishing tackle, vacuum sealer, rocket launcher rod holders, Brower Systems tender davit (800 lb. capacity), Caribe RIB tender with HIN CDN1303G819 with 25 h.p. Yamaha F25LC with serial number 6FMK L 1023194, antenna / light mast, MSAT satellite phone antenna, Intellian antenna, Furuno satellite compass, TracPhone Wi-Fi antenna, cockpit floodlights, mast lights, bimini top, flybridge deck storage locker, Side-Power bow thruster, foredeck lightbar, antenna / light mast lightbar, paddleboard racks, Pioneer speakers, Furuno autopilot, Furuno AT-1503 antenna tuner, electrical distribution panels aft in the engine room include main and branch AC circuit breakers, two digital AC volt and hertz meters and four AC digital ammeters, generator instruments aft in the engine room include two volt, oil pressure, water temperature and hour meters (port – 11,298.0, starboard – 11,895.5), engine instruments at the engines include two hour meters, volt meters, water temperature gauges and oil pressure gauges, two Twin Disc transmissions (tags illegible), two Reverso oil change pumps, driplless type shaft seals, Naiad hydraulic fin stabilizers, Husky toolbox, numerous tools, Lewco Silicone Diode battery charger, two ZF Micro Commander servos, two Acme transformers, Whirlpool water heater, Parker Racor filters with pressure gauges, AC engine room lights, engine room camera, oil placard, garbage placard, Sony BDP-BX38 BluRay Player, Autonomic M-401e four room amplifier, Sirius XM stereo, DirecTV receiver, Lorex receiver, salon includes Vizio TV model M422i-B1, Manitowoc ice maker, sofa, two ottomans, three barstools and a dinette, Chelsea ship's clock, Chelsea barometer, galley includes Krusher trash compactor, two basin sink, Cuisinart coffee maker, GE Profile four burner stove, GE Profile oven, GE microwave, Insinkerator 777SS garbage disposal, GE Profile dishwasher and Sub-Zero 601R refrigerator, Crock pot, Oster blender, waste management plan, two Icom handheld vhfs, Klein multimeter, pilothouse bench seat with table and bunk, Icom 2200H two-meter vhf, Standard Horizon GX2360S vhf, Furuno FS-1503 SSB, three Nauticomp displays with plotter / sonar / water temperature / autopilot / radar / AIS (transmit and receive), engine instruments at the pilothouse include two digital tachometers, pyrometers, voltmeters, oil pressure gauges and water temperature gauges, Ritchie compass, Naiad stabilizer controller, Furuno Plotter controller, Wesmar 860 sonar, Furuno autopilot control, MSATG2 satellite phone, DC distribution panel below the pilothouse helm includes branch DC circuit breakers, Samlex 110C-260 DC-DC converter, Furuno GP-32 GPS, Newmar 12-24-7 DC-DC converter, Intellian antenna controller, Outback Systems VFX2812M inverter, Outback Systems inverter controller, Pompanette helm chair, opening port lights, starboard cabin includes bunk berths, locker with automatic light and overhead lights, master cabin includes island berth, Samsung TV, reading lights, ensuite

head and locker with automatic light, master head includes sink, vent fan, electric head and shower enclosure, starboard head includes electric head, vent fan, sink and shower enclosure, forward cabin includes V-berth with four bunks, Samsung clothes washer and dryer and locker with automatic light, Side-Power SEP 240 / 300 TEC bow thruster, plastic waste holding tank, shower sump box, Headhunter freshwater pump, Groco freshwater pressure accumulator tank

SUMMARY

The vessel is a fiberglass pilothouse sportfisherman equipped with two diesel engines and two generators. The vessel was designed by Kelly-Palmer and built by Westport and Admiralty Marine in Washington, USA. The client reported that he purchased the vessel in 2005 in San Diego, CA. He reported that the generators were both installed in 2006. He reported that the engines and transmissions were replaced by the previous owner in 2001. He reported that the vessel was rewired in 2005 after purchasing the vessel. He reported that a Seakeeper gyroscopic stabilizer was installed in 2016 and the “ball” was replaced in 2018. He reported that the hull bottom was soda blasted in 2019 and was then repainted. He reported that since the last survey, the windows have been replaced, a bow thruster was installed, an MSAT system was installed, a new ice chipper was installed, the interior has been redone, installation of the Seakeeper, the bow pulpit was replaced and the back deck was redone. The vessel has been hauled for miscellaneous maintenance including application of Propspeed to the propellers, maintenance on the Naiad stabilizers and bottom paint. The vessel was inspected while hauled. The engines were not test operated and 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 blue water 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 sales prices and Yachtworld.com current listing prices below. The surveyed vessel is in above average condition, is actively and well maintained and has many upgrades to its systems, including: a Seakeeper model 16 gyroscopic stabilizer, navigational electronics, complete rewire in 2006, an MSAT system and other electronic devices, the generators were replaced in 2006, the engines were replaced in 2001/2, the aft deck has been replaced, the bow pulpit was replaced, a bow thruster was installed and the interior has been upgraded. The majority of the upgrades were performed between 2016 and 2018. The 1974 Elliot Long Range Sportfisher that sold for \$850,000 in 2018 is very similar but is equipped with newer and higher h.p. engines than the surveyed vessel (1001 h.p.), however, it sold prior to the demand and value spike attributed to Covid-19. The 1982 Monk Aguilar 75 Long Range SF that sold for \$635,000 in July 2021 in San Diego, CA is similarly equipped with electronics but does not have a gyroscopic stabilizer and its engines, while higher rated h.p. (658 h.p.) are 1982 Detroit Diesels. The 1985 Westport Yachtfisher that sold for \$570,000 in July 2018 is equipped with similar model Caterpillar engines, has hydraulic stabilizers, but sold prior to the demand and value spike attributed to Covid-19. There is limited data for similarly sized and equipped vessels on Yachtworld.com, so we expanded our search; this search includes newer and/or smaller vessels.

Length in ft	Boat	Year	Sold Date	Days Active	Sold Price	Listed Price	Boat Location
75	Monk Aguilar 75 Long	1982	22-Jul-21	142	635,000	695,000	San Diego, CA, USA

	Range SF						
75	Kha Shing 75' Cockpit Motor Yacht	1989	25-May-21	1425	435,000	498,500	La Conner, WA, USA
75	Hatteras 75	1978	24-Sep-20	827	206,000	273,602	Tivat, Monteneg ro
74	Hatteras 74 CPMY	1989	20-Jan-20	912	245,000	335,000	Port Canaveral, FL, USA
75	Vega Marine Pilothouse CPMY	1982	4-Apr-19	765	220,000	237,500	Huntingto n Beach, CA, USA
70	Hatteras Long Range Cruiser	1986	9-Aug-18	722	560,000	624,950	Ft. Pierce, FL, USA
70	Ocean Alexander Cockpit Motor Yacht	1983	5-Feb-18	311	300,000	395,000	Jensen Beach, FL, USA
70	Hawthorn e Pilothouse Yachtfishe r	1973	27-Jan-18	557	250,000	295,000	Marina Del Rey, CA, USA
68	Elliott Long Range Sport Fisher	1974	25-Oct-18	76	850,000	999,999	San Diego, CA, USA
80	Westport Yachtfishe r	1985	2-Jul-18	260	570,000	649,500	San Diego, CA, USA
67	Knight & Carver Pilothouse	1986	30-Jan-17	221	455,000	495,000	Seattle, WA, USA

Pacifica Sport Fisherman

US\$595,000 *

67 ft / 1985

San Diego, California, United States

Western Yacht Sales

Custom Gladding & Hearn Research/Sportsfish/Tuna

US\$595,000 *

60 ft / 1986

Watch Hill, Rhode Island, United States

Ocean Yacht Sales Limited

Bertram 54

US\$487,500 *

54 ft / 1986

Newport Beach, California, United States

Crow's Nest Yachts - San Diego

Hatteras Sport Fisher

US\$225,000 *

53 ft / 1975

Ventura, California, United States

Real Yacht & Ship Sales, Inc.

Hatteras Convertible

US\$225,000 *

52 ft / 1987

San Diego, California, United States

CFB Marine Group

[Request Info](#)

Hatteras 52 Convertible

US\$210,000 *

52 ft / 1984

Long Beach, California, United States

Seacoast Yachts - Long Beach

[Request Info](#)

Hatteras 52 Convertible

US\$198,000 *

52 ft / 1988

Warwick , Rhode Island, United States

BLM Yacht Sales / Fall River

Hatteras Convertible

US\$325,000 *

52 ft / 1988

San Pedro, California, United States

Scott B. Jones Yacht & Ship Brokers Int'l

This survey is for the express purpose of insurance, entering a marina 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. Maintain the flybridge EPIRB per manufacturer's recommendations.
2. Maintain the life raft per the manufacturer's recommendations.
3. There are wing nuts on the terminal posts at the port batteries in the engine room. Replace with steel nuts and lock washers per ABYC recommendations.
4. The carbon monoxide and smoke alarms have been removed during the service and replacement of wallpaper. Reinstall the alarms upon completion, we also recommend keeping some on board during the service to eliminate liabilities.

SECONDARY

1. Several of the blue Aeroquip-type hoses for both engines are cracked. Some of these hoses are fuel hoses, the industry accepted standard "rule of thumb" for the life expectancy of fuel hoses is ten years. Either replace these hoses or assure they are suitable for continued use and replace them as necessary.
2. Determine the significance of the cracks in the main engines' internal sea strainers and address appropriately.
3. Determine the cause of the rust and salt crystals at the transducer located forward of the starboard engine, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps, leaks and rust / salt accumulation.
4. The port generator's exhaust hose from its muffler to the exhaust gas water separator is cracked. Either replace the hose or monitor and replace as necessary.
5. The tabbing for the support for the holding tank is loose and the support moves. Address appropriately.

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.



March 21, 2022

By: Mr. Kells Manthei, SAMS SA

Date