

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: July 13, 2022May 10, 2023

Our file #: 22 – 20489web

Current owner: Removed for privacy

Date of inspection: July 13th, 2022

Vessel location: Fisherman's Landing
San Diego, CA

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:	Moyer	Doc. #:	620861
Model/type:	Passenger Fishing	Engine/MFG:	Two Cummins QSMII
Year:	1980 *	H.P. per:	350
Length:	62'	Serial numbers:	P – 35284528 S – 35284529
Draft:	4.5' (approximately)	Type of instal. :	Diesel, six cylinders, turbo charged, aftercooled
Beam:	23'	Generator:	40 KW Kubota / Stamford
Name:	<i>"Tomahawk"</i>	Hailing port:	San Diego, CA
HIN:	1 *		

* Certificate of Documentation

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is fiberglass over plywood. 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 satisfactory - 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 with red stripes. Below waterline through hull fittings appear satisfactory. The vessel is equipped with one ¾ hp AC bilge pump with manifold and one Rule 2000 automatic (forward) electric / automatic bilge pump that appear good and the bilge is holding minimal water. The ventilation system consists of blowers and natural ventilation and appears satisfactory. General housekeeping appears satisfactory - good.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit no rust, oil, or coolant leaks. Engine hour meters exhibit 26,681 (p) and 26,668 (s) hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory. Engine control system appears satisfactory, and shaft logs appear satisfactory. The surveyor was aboard the vessel operating from the fuel dock to the slip. Steering control system appears satisfactory and rudder ports appear satisfactory. Propulsion components were not inspected. Generator surfaces and motor mounts appear satisfactory. Generator's peripheral components and systems appear satisfactory. There are 7,850 hours on the hour meter. The generator was operated and loaded. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 1,600 (reported) gallon capacity in one steel tank located forward in engine room. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located on tank and appear good.

Summary: Satisfactory

ELECTRICAL SYSTEMS

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

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Vessel has two type A size II, type B:C size I (April 2022 tag and 2021 manufacture date) and four type A size II type B:C size II (April 2022 tag) portable fire extinguishers in pilot house, in engine room, salon and bunkroom. Vessel has Kidde FM 200 fixed fire suppression system in engine room (April 2022 tag) and Kidde KRS – 50 control box for galley system (April 2022). The vessel includes one CO alarm. The safety components include: numerous PFDs and a life ring with MOB strobe throwable PFD; distress flares were not inspected; six person (May 2023) and 50 person (May 2023) Elliot life rafts with current certification; CQR type (size not legible) anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory; the stern light is inoperative. We did not see the navigation rules. Vessel has oil placard, waste placard and waste management plan. Other safety equipment includes bilge water alarm, EPIRB with current battery and registration, high water alarm, CO alarm, smoke alarm, emergency bunk room exit (forward).

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Line condition and arrangement appears satisfactory. Boarding hazards appear insignificant. Other security consists of crew and landing personnel.

Summary: Good

ACCESSORIES

Horizon VLH – 3000A loud hailer, Icom IC – M330 VHF, Icom IC – M424G GPS VHF, Furuno extending sonar controller, Furuno GP – 31 GPS navigator, ComNav 1001 autopilot, Furuno GP – 39, two Smart Craft digital engine instruments, Dual MMC36BT stereo, Mitsubishi satellite phone, Mitsubishi radio, Sitex SST – 110 seawater temperature, Furuno Navnet multi – function device, three video monitors, Furuno FCV – 295 sonar, Ritchie compass, set of pilothouse batteries, Master volt 12 / 40 – 3 battery charger, Aqua alarm Last Watch II helm alarm, Icom AT – 140 automatic antenna tuner, bait tank, bait pump, internal sea strainers, Daily water maker, oil placard, Racor fuel filters with vacuum gauges, engine room generator instruments include temperature, oil, volts, and hours, AC main distribution panel, AC amps, volts, and hertz meters, Master volt 24 / 30 – 3 and smaller (tag illegible) battery chargers, AC fresh water pressure pump with pressure accumulator tank, Rheem PROE30 T2 RH95 water heater, two metal water tanks, two plastic holding tanks, flood lights, rod holders, electric windlass, anchor roller with bale, bow bait tank, two heads with electric heads and sinks (one shower), Magic Chef freezer, electrical distribution subpanels on flybridge and starboard aft in salon, main AC electrical distribution panel in engine room, TCC tv, Direct tv box, PA system, second freezer, Bunn commercial coffee maker, True beverage refrigerator, Wells electric grill, stove and soup burners, galley hood, bunk room HVAC system

SUMMARY

The vessel is a fiberglass over plywood passenger fishing vessel equipped with two diesel engines and a diesel generator. The vessel was reportedly commissioned by Bob Fletcher and built by Moyer in Hermosa Beach, CA. The vintage 2011 engines were reportedly installed in 2012 – 13. The client purchased the vessel in 2019 from Seaforth Sportfishing dock in Mission Bay, San Diego, CA. The undersigned was involved in an insurance claim recently filed on this vessel, primarily related to failure of the starboard forward bulwarks. The repairs were performed to the satisfaction of the Coast Guard, and other reinforcements were added, including a new frame in the engine room. Repairs to the port bulwarks had been performed previously. The vessel was inspected underway and at the dock in San Diego Bay. The vessel is actively in use as a passenger fishing vessel. The vessel is basically structurally sound and suitable for its intended purpose as a passenger fishing vessel. The vessel holds a U.S. Certificate of Inspection for 49 passengers in extended ocean zone 1.

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	NEW REPLACEMENT VALUE	INVESTMENT
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 value is roughly based on the soldboats.com reported sale prices, the listings found on various sites and our in-house data base. The value is our opinion of what the vessel would sell for in its current location and operating as a business. While we do not appraise businesses, the comparable sales are mostly sold as businesses and thus the business value is inextricably linked.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat L
63	Cooper Marine 63C	2015	13-Apr-22	1,100,000	1,150,000	Hilton Island
62	Classic dinner boat	1992	3-Apr-22	199,999	199,999	Patch USA
75	Gulf Craft Party Boat	1974	1-Apr-22	695,000	700,000	Cape USA
64	DMR 64 Pilot House USCG COI Commercial 105 Pas.	2006	16-Mar-22	330,000	379,999	Groto
65	Commercial 149 Passenger	1999	28-Nov-21	499,000	495,000	Lahair
50	Delta 50 CHARTER-PASSENGER	1977	10-Jul-21	104,500	199,000	Ilwaco

60	1978	Modutech Marine	Passenger Fishing	\$750,000	22-20352
86'	1985	Poole / Dunn	Passenger fishing	\$1,700,000	22-20421
75'	1959	Ditmar Donaldson	Passenger fishing	\$260,000	22-20459
89'	1944	Unknown/US Navy	Passenger Fishing	\$900,000	21-20037
103' 6"	1975	Poole	Passenger Fishing	\$2,900,000	21-20059

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“Tomahawk”
1980 Moyer Passenger Fishing

Page 6 of 9
File # 22 – 20489web

65' 1965 Drake Passenger fishing \$520,000 22-20443

1989 Dmr Yachts Passenger

\$449,000

Annapolis, MD 21401



Offered By: Chesapeake Nautical Cruises, LLC

1974 Westport 56

56'
\$594,000

\$3,917/month Payment Calculator

Anacortes, WA 98221

[Sell a boat like this](#)

DETAILS

Year

1974

Make

Westport

Model

56

Class

Passenger

Length

56'

Fuel Type

Diesel

Location

Anacortes, WA 98221

Hull Material

Fiberglass

Offered By

Inside Passage Yacht Sales

DESCRIPTION

1974 Westport 56

1974 Westport 56' Whale Watching / Tour Boat powered by twin QSM11 Cummins Engines.

Boasting a spacious & bright interior that can accommodate 50 passengers and recently rebuilt Naiad stabilizers for a comfortable cruising speed of 20 knots, this Westport 56' is perfect for whale watching, touring, or event hosting.

Available Late Fall 2022

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

[1972 85' Custom 85' Hammarstrom](#)

- [Barneqat Light, New Jersey](#)
- [Custom Boats For Sale/ Passenger](#)
- Volvo Penta TAMD163P / 17000 hrs
- updated about 2 years ago

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

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Service and prove the man overboard strobe functional, it did not illuminate.
2. The vessel uses a line drum on the windlass but a chain rode, exercise caution or consider modifying the windlass with a chain drum.
3. Replace the missing bolt for the port engine's exhaust riser strap.
4. Eliminate the water leak from the seawater pump to port forward in the engine room.
5. Service and prove the stern light properly functional, it did not illuminate.

SECONDARY

1. Seawater hoses are in contact with the engines' turbo chargers, the string previously used to support the port hose is broken. Modify to eliminate contact between the hoses and the turbo chargers.
2. We could not move the through hull valves for the seawater pump inboard forward of the port engine or the starboard engine intake, service and prove the valves properly functional.
3. There is deterioration of metal and plywood about the upper rudder bearings, minor play in the steering linkage (primarily at the bolt between the actuator and the port rudder arm) and deterioration of the plywood backing plate below the steering actuator connection. Service these components appropriately.
4. The end fitting on the starboard transmission control cable is loose, reattach the cable.

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,

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opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor. This survey report is not intended for use as a "buyer's survey".

Christian & Company, Marine Surveyors, Inc.

Kells Christian

July 13, 2022

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

Date