

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: August 2, 2022

Our file #: 22 – 20510web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on July 30th, 2022 while the vessel was afloat at removed for privacy and XXX (client), XXX (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.

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TEL 619.223.7380 800.944.4789 FAX 619.223.7390
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VESSEL DESCRIPTION

Builder:	Ericson Yachts	Reg. #:	Removed for privacy
Model/type:	28 * / sloop	HIN:	Removed for privacy
Year:	1983	Engine:	One Universal and one Tohatsu
Length:	25' 6"	Name:	Removed for privacy
Draft:	5' **	Hailing port:	None
Beam:	10' 6"	Weight:	Unknown
* Owner's manual		Displacement:	7,500 lb. **
** Sailboatdata.com			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, bolt on external (3,000 lb. lead *) ballast wing keel, green antifouling paint, not inspected

Topsides & transom: Molded fiberglass construction, unknown core, white paint, black accent and boot stripes, transom stern

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, beige molded nonskid deck surface, fiberglass toe rail

Deck hardware: Two sets of cleats, wooden grabrails, stainless steel bow and stern rails, stainless steel stanchion posts, single lifelines, two boarding gates, deck hatch

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft cockpit, companionway center forward, quarter berth is to starboard aft, the inboard engine is located below the quarter berth, galley is to port aft, salon amidships, head to starboard forward and a v-berth forward

Bilge: Holding minimal water

Comments: The vessel was inspected while afloat. The hull bottom and keel were not inspected. The hull bottom and keel are in unknown condition. There is visible marine growth on the bottom. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition, except where noted. The paint is failing on the hull sides. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. There are cracks in the gelcoat forward on the toe rail. There is cracking on the cabin top between the starboard grab rail and center white stripe, just aft of the vent fitting and audible differences were noted when percussion testing this area. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition, except where noted. The third from forward starboard stanchion post is bent and the base is pulling up from the deck. The upholstery is aged. The structural reinforcements including the liner and bulkheads were visually inspected and

randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is holding minimal water; the origin of the water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition, except where noted. The upholstery is aged and damaged. The folding table is not secure and fell during the sea trial. The floorboards are deteriorated in the salon. There is rust staining inside of the transom locker at the exhaust discharge fitting. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: One Universal 5411, 11 h.p.* and 4.4 kW Tohatsu model MFS6A2S 3RH

Engine application: Diesel, two cylinders, raw water cooled, inboard, and gasoline four-stroke, outboard

Serial Number: Universal – not seen, Tohatsu – 006717XD

Transmission: Hurth Model HBW50 – 2R, ratio iA = 2.05, iB = 1.86, serial number 09-18862

External/peripherals: Suitable application, satisfactory installation

Engine controls: Universal – push-pull cables, double lever controls, single pedestal helm, throttle and transmission controls on outboard

Exhaust systems: Universal – wet system, fiberglass water lift muffler, flexible hoses, transom discharge, Tohatsu – outboard application

Propulsion gear/shaft log: Stainless steel propeller shaft (unknown diameter), bronze packing gland, below water components not inspected

Steering system/rudder port: Cable quadrant system, bronze packing gland, single pedestal helm with wheel, rudder not inspected

Ventilation: Natural

Generator: None

Through hulls & components: Marelon through hulls and valves, not bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, single and double clamped connections

Bilge pumps: Manual pump to port in the cockpit, Rule 500 in the center bilge

Comments: The engines and transmissions were visually inspected and the outboard

was tested during a sea trial. This survey is not a mechanical inspection, please consult with a qualified technician for greater details as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory, except where noted. There is corrosion on the inboard engine's raw water pump. There is corrosion on connections on the inboard engine's muffler. There is chafe damage on a fuel hose on in the inboard engine. There is corrosion on the inboard engine's exhaust manifold. There is corrosion on the inboard engine's propeller shaft seal. There is rust on the exhaust elbow of the inboard engine. Blue exhaust smoke with high opacity was seen from the diesel engine on start up. The inboard engine's transmission was not tested (the current owner reported that the coupler does not properly engage). The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propeller shaft seal were visually inspected. The below water components were not inspected. Overall the propulsion components that were inspected are in satisfactory – marginal condition. There is corrosion on the propeller shaft seal. The steering system was visually inspected and test operated. The steering system functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The electric bilge pump was energized with its toggle switch. The manual bilge pump was not tested.

Summary: Satisfactory

TANKAGE

Fuel: 14 gallon capacity in one aluminum tank located below the quarter berth, 6 gallon capacity in one portable plastic tank for the outboard

Fill & vent: USCG type A2 fill hose (2003), USCG type A1 vent hose (date not seen), fill fitting located to port aft on the cockpit combing, marked "diesel"

Feed & return: USCG type A1 – 15 hoses, dated 11/12/2017, valves by tank, Racor fuel filter with polishing system

Water: Unknown capacity in one plastic tank located below the starboard salon bench seat, deck fill fitting located to starboard amidships, marked "water"

Holding: Unknown capacity on one plastic tank located below the v-berth, deck fitting located to starboard forward of amidships, marked "waste"

Comments: The fuel system including the tanks, 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 (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. There is very little water in the freshwater tank. The water heater is covered in rust and has reportedly been disconnected. The waste discharge hose is damaged at the through hull. There is electrical tape on several hose clamps which is reportedly for corrosion mitigation. There are several clear hoses in use that

appear old. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 120 volt system, 30A 125V shore power inlet to port in the cockpit, 30A 125V shore power cord

DC system: 12 volt system, one Duralast 29 DP – DL 12 volt wet cell battery and one West Marine 15020191 12 volt wet cell battery to starboard of the engine

Wiring: Mostly original multi – strand wires

Circuit protection: Main and branch AC circuit breakers located below the galley sink, DC circuit breakers located to starboard aft in the salon, DC voltmeter

Comments: The electrical system including the shore power cord, 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, except where noted. There is no GFCI device aboard. The handheld vhf has no charge. The vhf was incoherent when broadcasting. The batteries are not secure. There is a wingnut on one battery terminal. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I located in the galley (2013) and in the port cockpit locker (2013)

Fixed fire system: None

Flotation devices: Horseshoe type IV, three adult type III PFDs

Horn/distress flares: Canister air horn, four handheld distress flares (expiration 11/2023)

Navigational/anchor lights: Separate side lights, masthead / steaming light, stern light, all around / anchor light

Anchor & ground tackle: Hooker 18 lb. anchor with chain and line rode

Other equipment: bell, whistle, distress flag, CO alarm

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. Current distress signal flares are aboard. A suitable sound signaling device is aboard. No smoke alarm was seen. The CO alarm is functional. Garbage and oil placards were not

seen. 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. There is no secondary anchor or rode.

Summary: Satisfactory – Marginal

SAILING SYSTEM

Mast & rig type: Aluminum deck stepped mast, fractional sloop rig

Standing rigging: Stainless steel multi – strand wire rigging, swage end fittings, forestay, split backstay, one lower and one upper shroud per side

Hardware: Aluminum boom, set of aluminum spreaders, roller furling head sail assembly, wood compression post

Winches: Two Bariert 21, one Lewmar 6, one Barlow 10

Sails: Main and roller furling jib

Comments: The mast and associated rigging were visually inspected from the deck level only. The standing rigging is reportedly 10 years old. This survey is not a rig inspection, please consult with a qualified technician for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. Overall the sailing system is in satisfactory condition, except where noted. There are securing pins missing from the turn buckles at chain plates inside of the cabin and in the head. There is corrosion on the mast and boom.

Summary: Satisfactory

ACCESSORIES

Boarding ladder, Magnum LP bbq grill, quarter berth, Sony DSX – M50BT stereo, Shurflo Blaster fresh water pump, galley includes sink, ice box, Kenyon two burner alcohol stove and Black and Decker toaster oven, Guest Charge Pro battery, charger, water heater (unknown make), Ritchie compass, salon includes two bench seats and dinette table, Panasonic tv, DC fan, Standard Horizon Matrix AIS / GPS vhf (not connected), Standard Horizon LTD vhf, Standard Horizon Ram 3+ handheld vhf, v-berth forward garbage placard, oil placard, SR Mariner Depth, SR Mariner Knots, Insignia AC refrigerator, Simrad WP30 autopilot, Lowrance Mark 4 GPS, engine instruments include ammeter and water temperature gauge, fuel level gauge

SUMMARY

The vessel is a production fiberglass fractional sloop rigged sailboat equipped with a diesel inboard engine and a gasoline outboard engine. The vessel was designed by Bruce King and built in Santa Ana, CA. The current owner reported that he purchased the vessel in Oceanside, CA approximately 4.5 to 5 years ago. He reported that the bottom paint is approximately 2.5 to 3 years old. He reported that the inboard engine is original. He reported that the rigging is ten years old and some items were replaced

three years ago. He disclosed that the transmission coupler is faulty and a gasoline outboard was installed. He provided no other disclosures and reported no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected while afloat. The vessel was taken on a sea trial and sailed offshore Oceanside, CA in calm conditions. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising and sailing 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

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 Solboats.com reported sales prices, Yachtworld.com and sailboatlistings.com current listing prices below. The surveyed vessel is being sold with a transferable slip; the value of the slip is not included in our valuation of the vessel. The surveyed vessel has mechanical issues with its inboard engine but is equipped with a secondary outboard. The surveyed vessel has no significant upgrades. The values of vessels have continued to increase due to the Covid-19 induced demand; the future of the value spike is unknown.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
28	Ericson 28+	1984	4-Mar-22	15,546	17,878	Vancouver , BC, Canada
28	Ericson 28+	1985	14-Dec-20	17,000	19,500	Saint Petersburg , FL, USA
29	Ericson 30 Plus	1984	21-Jan-21	18,000	24,000	Marina Del Rey, CA, USA
28	Ericson 28+	1983	3-May-20	3,750	4,995	Brea, CA, USA
27	C&C 27	1985	12-Jul-22	18,000	19,900	Oceanside , CA, USA
28	C&C 27	1982	10-Sep-21	9,900	9,900	Bayfield, WI, USA

28	C&C 27 MK IV	1982	9-Sep-21	9,900	9,900	Bayfield, WI, USA
29	C&C 29 II	1983	11-Aug-21	12,500	13,500	Muskegon , MI, USA
29	C&C 29 MK II	1984	2-Jul-21	13,500	14,900	Scituate, MA, USA
29	C&C 29 MkII	1984	12-May-21	17,500	17,500	Brunswick, ME, USA
29	C&C 29 MK II	1983	23-Mar-21	15,000	15,500	Port Washingto n, NY, USA
29	C&C 29 MkII	1984	2-Dec-20	16,000	17,500	Colchester , VT, USA
29	C&C 29 MK II	1983	28-Nov-20	21,000	22,900	Rochester, NY, USA
29	C&C 29	1983	12-Oct-20	8,500	8,500	Cornucopi a, WI, USA
29	C&C 29 MK II	1984	15-Jun-20	15,000	17,000	Rochester, NY, USA
29	C&C 29	1983	21-Nov-19	9,500	9,900	Bayfield, WI, USA
29	C&C 29	1985	14-Oct-19	9,000	13,400	Sandusky, OH, USA
29	C&C 29 MkII	1984	23-Aug-19	15,000	17,900	Rochester, NY, USA

Ericson 28+

US\$9,750 *

28 ft / 1983

San Diego, California, United States

CFB Marine Group

Newport 28

US\$14,900 *

28 ft / 1984

Long Beach, California, United States

Long Beach Yacht Center

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Hunter SL Tall Rig

US\$7,999 *

27 ft / 1984

Portland, Oregon, United States

McCuddy's Marina - Hayden Island Yacht Sales

Price Drop: US\$2,400 (Jul 28)

Catalina Sloop

US\$11,500 *

27 ft / 1981

Oceanside, California, United States

Breakwater Yacht Sales

Ericson E27	
	Length: 27' Beam: 9' Draft: 4.2' Year: 1979 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Cayuga Lake, New York Asking: \$7,500
Sailboat Added 13-Jul-2022 More Details	
Ericson 28-2	
	Length: 28' Beam: 10' Draft: 4' Year: 1987 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Barrington, Rhode Island Asking: \$16,500
Sailboat Added 05-Jul-2022 More Details	
Ericson 28	
	Length: 28' Beam: 10' Draft: 5'6' Year: 1987 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard

	<p>Location: Barrington, Rhode Island Asking: \$12,000</p>
Sailboat Added 10-Jun-2022 More Details	

Featured Sailboat: Ericson Ericson 27	
	<p>Length: 27' Beam: 9' Draft: 3'11" Year: 1971 Type: cruiser Hull: fiberglass monohull Engine: 1 gas outboard Location: Marina Del Rey, California Asking: \$7,500</p>
Featured Sailboat Added 04-Jun-2022 More Details	

Ericson 28	
	<p>Length: 28' Beam: 8' Draft: 5.5' Year: 1981 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Stonington, Maine Asking: \$10,000</p>
Sailboat Added 21-Mar-2022 More Details	

Ericson 29	
	<p>Length: 29' Year: 74 Type: cruiser Hull: fiberglass monohull Engine: diesel inboard Location: Bloomington, Indiana Asking: \$6,000</p>
Sailboat Added 08-Mar-2022 More Details	

Ericson Yachts 27	
	<p>Length: 26.9' Beam: 9' Draft: 3.11' Year: 1977 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Nautical Donations - Crowleys Yacht Yard, Illinois Asking: \$8,000</p>
Sailboat Added 24-Jan-2022 More Details	

Ericson 27	
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		<p>Length: 27' Beam: 9' Draft: 3.92' Year: 1972 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Guntersville, Alabama Asking: \$8,000</p>	
Sailboat Added 26-Oct-2021 More Details			
Ericson Sloop			
		<p>Length: 27' Beam: 9' Draft: 3'10" Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: City Island Bronx, New York Asking: \$6,000</p>	
Sailboat Added 11-Oct-2021 More Details			
Ericson			
		<p>Length: 27' Beam: 9.0' Draft: 3.11' Year: 1978 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: City Island, New Jersey Asking: \$9,999</p>	
Sailboat Added 13-Sep-2021 More Details			
ericson e-29			
		<p>Length: 29' Year: 1979 Type: other Hull: fiberglass monohull Engine: 1 diesel inboard Location: Kewaunee, Wisconsin Asking: \$4,000</p>	
Sailboat Added 03-Sep-2021 More Details			
Ericson 27			
		<p>Length: 27' Beam: 9' Draft: 5'3' Year: 1975 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard</p>	

		Location: Sioux Falls, South Dakota Asking: \$7,500	
Sailboat Added 25-Aug-2021 More Details			
Ericson			
		Length: 27' Type: cruiser Hull: fiberglass monohull Engine: 1 gas outboard Location: sausalito, California Asking: \$8,500	
Sailboat Added 25-Aug-2021 More Details			
Ericson 29			
		Length: 29' Beam: 9.25' Draft: 4.5' Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: East Hampton, New York Asking: \$18,500	
Sailboat Added 28-Jun-2021 More Details			
Ericson Yachts 27			
		Length: 27' Beam: 9' Draft: 4' Year: 1978 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Waterloo, New York Asking: \$8,000	
Sailboat Added 28-Jan-2021 More Details			
Ericson 27			
		Length: 27' Beam: 9' Draft: 3.92' Year: 1975 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Hyde Park, New York Asking: \$6,000	
Sailboat Added 30-Aug-2020 More Details			
Ericson 28			
		Length: 28' Beam: 8' Draft: 4' Year: 1985	

		Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Carter Lake, Colorado Asking: \$19,500	
Sailboat Added 10-Aug-2020 More Details			
Ericson 29			
		Length: 29' Beam: 9.25' Draft: 4.33' Year: 1975 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Dana Point, California Asking: \$16,000	
Sailboat Added 20-Oct-2019 More Details			
Ericson E27			
		Length: 27' Beam: 9' Draft: 3'11" Year: 1979 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Chicago, Illinois Asking: \$8,000	
Sailboat Added 17-Aug-2019 More Details			
Ericson LIMEADE			
		Length: 27' Beam: 9' Draft: 4' Year: 1972 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 gas outboard Location: Stamford, Connecticut Asking: \$9,900	
Sailboat Added 03-Jan-2019 More Details			
Ericson 27			
		Length: 27' Beam: 8' Draft: 4' Year: 1976 Type: other Hull: fiberglass monohull Engine: gas outboard Location: Sandusky, Ohio Asking: \$4,800	

Sailboat Added 27-Sep-2018 More Details	
Ericson Yachts	
	Length: 27' Beam: 8.5' Draft: 4' Year: 1974 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Asking: \$8,000
Sailboat Added 31-Jul-2018 More Details	
Ericson	
	Length: 29' Beam: 9.25' Draft: 4.33' Year: 1973 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Whitehall, Michigan Asking: \$8,700
Sailboat Added 29-Jun-2018 More Details	
Ericson	
	Length: 29' Beam: 9.5' Draft: 4.5' Year: 1970 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Gulfport, Florida Asking: \$12,000
Sailboat Added 19-Feb-2018 More Details	
Ericson 27	
	Length: 27' Year: 1974 Type: cruiser Hull: fiberglass monohull Engine: 1 other inboard Location: Coronado, California Asking: \$6,000
Sailboat Added 01-Aug-2017 More Details	
Ericson 29	
	Length: 29' Beam: 9' Draft: 4' Year: 1972 Type: cruiser Hull: fiberglass monohull

		<p>Engine: 1 gas inboard Location: Stillwater, New York Asking: \$15,000</p>	
Sailboat Added 15-Jul-2017 More Details			
Ericson 27			
		<p>Length: 27' Beam: 9' Draft: 3.4' Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Falmouth, Massachusetts Asking: \$7,500</p>	
Sailboat Added 25-Mar-2017 More Details			
Ericson			
		<p>Length: 27' Year: 1974 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Pembroke, Massachusetts Asking: \$6,500</p>	
Sailboat Added 31-Aug-2016 More Details			
Ericson E29			
		<p>Length: 28'7' Beam: 9' 3' Draft: 4' 4' Year: 1971 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Falmouth, Massachusetts Asking: \$12,000</p>	
Sailboat Added 26-Jul-2016 More Details			
Ericson 29			
		<p>Length: 28.5' Beam: 9.5' Draft: 4.5' Year: 1970 Type: cruiser Hull: fiberglass monohull Engine: gas inboard Location: Gulfport, Florida Asking: \$11,500</p>	
Sailboat Added 31-May-2016 More Details			
Ericson			

		<p>Length: 28.6' Beam: 10.6' Draft: 6' Year: 1974 Type: cruiser Hull: fiberglass monohull Engine: diesel inboard Location: Lake Travis, Texas Asking: \$14,000</p>
Sailboat Added 26-May-2016 More Details		
Ericson 27'		
		<p>Length: 27' Type: racer/cruiser Hull: fiberglass monohull Engine: gas inboard Location: Monroe, Michigan Asking: \$7,500</p>
Sailboat Added 20-May-2016 More Details		
Ericson 30		
		<p>Length: 29.92' Beam: 10' Draft: 5.83' Year: 1981 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Charleston, South Carolina Asking: \$14,900</p>
Sailboat Added 12-May-2016 More Details		
Ericson 27FT schooldraft		
		<p>Length: 27' Beam: 9' Draft: 311' Year: 1975 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Kingston, New York Asking: \$8,000</p>
Sailboat Added 14-Sep-2015 More Details		
Ericson 23		
		<p>Length: 29' Beam: 9.25' Draft: 4.33' Year: 1970 Type: cruiser Hull: fiberglass monohull Engine: 2 gas inboard Location: Cornucopia, Wisconsin</p>

		Asking: \$4,000	
	Sailboat Added 27-Aug-2015 More Details		
	Ericson E27		
		Length: 27' Beam: 9' Draft: 3'-11' Year: 1976 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Stony Creek Branford, Connecticut Asking: \$8,500	
	Sailboat Added 15-Aug-2015 More Details		
	Ericson		
		Length: 29' Beam: 9.25' Draft: 4.33' Year: 1970 Type: cruiser Hull: fiberglass monohull Engine: 2 gas inboard Location: Cornucopia, Wisconsin Asking: \$4,500	
	Sailboat Added 05-Aug-2015 More Details		
	Ericson Sailboat		
		Length: 27' Beam: 9' Draft: 4' Year: 1971 Type: daysailer Hull: fiberglass monohull Engine: 1 gas inboard Location: Marina Del Rey, California Asking: \$10,000	
	Sailboat Added 16-Jul-2015 More Details		
	Ericson E27W		
		Length: 27' Beam: 9' Year: 1979 Type: daysailer Hull: fiberglass monohull Engine: 1 diesel inboard Location: Sutton, West Virginia Asking: \$18,500	
	Sailboat Added 29-May-2015 More Details		
	Ericson 30		
		Length: 29'11' Beam: 10' Draft: 4'	

		<p>Year: 1983 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: City Island, New York Asking: \$15,000</p>	
Sailboat Added 22-Mar-2015 More Details			
Ericson E29			
		<p>Length: 29' Beam: 9'6" Draft: 4'4" Year: 74 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: British Columbia, Washington Asking: \$24,000</p>	
Sailboat Added 10-Feb-2015 More Details			
ericson			
		<p>Length: 29' Beam: 9.4' Draft: 4.4" Year: 1973 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Asking: \$9,500</p>	
Sailboat Added 18-Dec-2014 More Details			
Ericson			
		<p>Length: 26.75' Beam: 9.0' Draft: 3.92" Year: 1974 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Brisbane, California Asking: \$4,000</p>	
Sailboat Added 08-Sep-2014 More Details			
Ericson			
		<p>Length: 27' Beam: 9' Draft: 4' Year: 1977 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Haverstraw Marina West Haverstraw NY, New York Asking: \$8,900</p>	

Sailboat Added 04-Sep-2014 More Details	
ericson sailboat	
	Length: 27' Beam: 9' Draft: 3'11' Year: 1974 Type: racer/cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: marina del rey, California Asking: \$11,000
Sailboat Added 24-Aug-2014 More Details	
Ericson 27	
	Length: 27' Beam: 9' Draft: 4' Year: 1978 Type: cruiser Hull: fiberglass monohull Engine: gas inboard Location: North Kingstown, Rhode Island Asking: \$3,000
Sailboat Added 23-Aug-2014 More Details	
Ericson 27 shoal keel	
	Length: 27' Beam: 9' Draft: 4' Year: 1979 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Falmouth, Maine Asking: \$9,900
Sailboat Added 22-May-2014 More Details	
Ericson 28	
	Length: 28.6' Beam: 10.6' Draft: 6' Year: 1984 Type: motorsailer Hull: fiberglass monohull Engine: 1 diesel inboard Location: Lake travis, Texas Asking: \$17,500
Sailboat Added 05-May-2014 More Details	
Ericson 29	
	Length: 29' Beam: 9' Draft: 4' Year: 1971 Type: cruiser

		<p>Hull: fiberglass monohull Engine: 1 diesel inboard Location: Biddeford, Maine Asking: \$11,000</p>	
Sailboat Added 26-Apr-2014 More Details			
Ericson E27			
		<p>Length: 27' Beam: 9' Draft: 3.92' Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: 1 gas outboard Location: Shady Side, Maryland Asking: \$10,500</p>	
Sailboat Added 24-Apr-2014 More Details			
Ericson 29			
		<p>Length: 29' Beam: 9.25' Draft: 4.33' Year: 1971 Type: racer/cruiser Hull: fiberglass monohull Engine: gas inboard Location: Burnham, Illinois Asking: \$9,000</p>	
Sailboat Added 13-Apr-2014 More Details			
Ericson 29			
		<p>Length: 29' Beam: 9'3' Draft: 4'4' Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: gas inboard Location: ottawa ontario, Outside United States Asking: \$16,000</p>	
Sailboat Added 11-Mar-2014 More Details			
Ericson 29			
		<p>Length: 29' Beam: 9.25' Draft: 4.6' Year: 1977 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Norfolk, Virginia Asking: \$7,500</p>	
Sailboat Added 09-Sep-2013 More Details			

Ericson Sloop	
	Length: 27' Beam: 10' Draft: 4.5' Year: 1975 Type: daysailer Hull: fiberglass monohull Engine: 1 gas inboard Location: Ravenna, Ohio Asking: \$8,000
Sailboat Added 11-Aug-2013 More Details	
Ericson 27	
	Length: 27' Beam: 9.10' Draft: 3.11' Year: 1978 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Washington, North Carolina Asking: \$12,000
Sailboat Added 25-Apr-2013 More Details	
Ericson 27	
	Length: 27' Beam: 9' Draft: 3.9' Year: 1977 Type: cruiser Hull: fiberglass monohull Engine: 1 gas outboard Location: Oriental, North Carolina Asking: \$7,250
Sailboat Added 14-Feb-2013 More Details	
Ericson 29	
	Length: 29' Beam: 9.3' Draft: 4.5' Year: 1976 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Nashville, Tennessee Asking: \$17,900
Sailboat Added 11-Sep-2012 More Details	
Ericson 27	
	Length: 27' Beam: 9' Draft: 3'9' Year: 1973 Type: cruiser Hull: fiberglass monohull

		<p>Engine: 1 gas inboard Location: New Bedford, Massachusetts Asking: \$3,850</p>	
Sailboat Added 24-Jan-2012 More Details			
Ericson 27			
		<p>Length: 27' Beam: 9' Draft: 4' Year: 1971 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: PORTLAND, Connecticut Asking: \$7,950</p>	
Sailboat Added 22-Dec-2011 More Details			
Ericson 27			
		<p>Length: 27' Beam: 9' Draft: 4' Year: 1974 Type: cruiser Hull: fiberglass monohull Engine: gas inboard Asking: \$5,500</p>	
Sailboat Added 05-Sep-2011 More Details			
Ericson 29			
		<p>Length: 28.7' Year: 1972 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: San Pedro, California Asking: \$9,275</p>	
Sailboat Added 31-Aug-2011 More Details			
Ericson 29			
		<p>Length: 29' Year: 1975 Type: motorsailer Hull: fiberglass monohull Engine: 1 diesel inboard Location: Port Angeles, Washington Asking: \$15,750</p>	
Sailboat Added 16-Jun-2011 More Details			
Ericson sloop			
		<p>Length: 27' Beam: 11' Draft: 3'11'</p>	

		<p>Year: 78 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: St Petersburg, Florida Asking: \$9,000</p>	
Sailboat Added 01-May-2011 More Details			

Ericson 29			
		<p>Length: 28' 7' Beam: 9'3' Draft: 4'4' Year: 1973 Hull: fiberglass monohull Engine: 1 gas inboard Location: Lake Ontario, Outside United States Asking: \$17,995</p>	
Sailboat Added 08-Apr-2011 More Details			

ericson 27			
		<p>Length: 27' Beam: 9' Year: 1973 Type: cruiser Hull: fiberglass monohull Engine: 1 gas inboard Location: Dana Point CA, California Asking: \$5,750</p>	
Sailboat Added 03-Jan-2011 More Details			

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 extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Extinguishers should be evenly spaced throughout the vessel for easy access in emergencies.
2. Provide a garbage placard and oil placard per federal regulations.
3. Install the missing securing pins (cotter pins) from the turnbuckles at the chain plates inside the cabin and head.
4. There is corrosion on the inboard engine's raw water pump. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks and corrosion accumulation.
5. Determine the significance of the chafe damage of the fuel hose on the engine, replace the hose as necessary and install in a way to prevent future chafe damage.
6. There is corrosion on the inboard engine's exhaust manifold. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks and corrosion accumulation.
7. There is corrosion on the propeller shaft seal. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks and corrosion accumulation.
8. There is rust on the inboard engine's exhaust mixing elbow. Determine the cause of the rust, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks, and rust accumulation.
9. There is corrosion on the connections of the muffler. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks and corrosion accumulation.
10. When the inboard engine was started, there was high exhaust smoke opacity which appeared blue. Determine the cause of the blue and high opacity exhaust smoke and address appropriately.
11. Replace the wing nut on the battery terminal with a steel nut and lock washer per ABYC recommendations.

12. Properly secure the batteries per ABYC recommendations.
13. The vhf was incoherent on transmission when tested on channel 72. The current owner has a new vhf aboard which is not installed. Install the new vhf and prove it properly functional.
14. We strongly recommend installing a GFCI device per ABYC recommendations. Consider installing in an area that is potentially exposed to water, such as the galley or head.
15. Recharge the handheld vhf to allow it to function.
16. The third from forward starboard stanchion post is bent and is pulling up from the deck. Address appropriately to eliminate potential liabilities.

SECONDARY

1. Several hoses are old and are "clear" non reinforced hoses. Consider replacing these hoses.
2. The water heater is covered in rust and has been disconnected. Replace and replumb the water heater as desired.
3. The waste discharge hose is damaged at the through hull fitting. Replace the hose.
4. There is electrical tape on several hose clamps which is reportedly for corrosion mitigation. Address as desired.
5. There is corrosion on the mast and boom. Address as desired.
6. The paint is failing on the hull sides. Address as desired.
7. There is staining inside of the transom locker at the exhaust discharge fitting. Determine the cause of the staining and address appropriately. Clean the area to allow detection of any future weeps or leaks.
8. There is cracking on the cabin top to starboard forward from the grab rail to the center white stripe, just aft of the vent fitting. An audible difference was noted when percussion testing this area. Determine the significance of the sound difference and cracking and address as necessary or desired.
9. The floorboards are deteriorated in the salon. Address as desired.
10. Properly secure the folding table as it fell during the sea trial.
11. Address the aged upholstery cushions as desired.
12. There are cracks in the gelcoat forward on the toe rails. Determine the significance of the cracking and address as necessary or desired.
13. There is visible marine growth on the hull bottom. Address as desired.
14. The following components were not tested or inspected: hull bottom, below water propulsion components, toaster oven, bbq grill, wide open throttle, inboard transmission, all functions of entertainment devices and 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 2, 2022

By: Mr. Kells Manthei, SAMS SA

Date