

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for Privacy

Date of report: January 12, 2022
Current owners: Removed for Privacy

Location: Removed for Privacy

Our file #: 21 – 20306aweb

Date of inspection: November 18, 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:	Gregor Boat Co.	Reg. #:	Removed
Model/type:	GC-26 / pontoon	Engine/MFG:	One Yamaha F60TLR
Year:	1986 (model year)	H.P. per:	60
Length:	29' (with slide)	Serial numbers:	6C5 L 1044381
Draft:	1' 4"		
Beam:	8'	Type of instal. :	Gasoline, four stroke, outboard
Name:	None	Generator:	None
HIN:	Removed	Hailing Port:	None
* reported by owner's partner			

HULL & STRUCTURE

The vessel was inspected while on a trailer. Hull construction material is aluminum. Aluminum is damaged above aft above the port pontoon. The HIN is not displayed on the vessel. Deck is constructed of composite materials and above deck structures are constructed of aluminum and the upper deck is constructed of wood with paint. Bulkheads are constructed of aluminum. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and good internally. Vessel's external colors are blue paint. The vessel is equipped with one electric diaphragm bilge pump that appears marginal and the bilge is holding minimal water. The bilge pump did not energize. The ventilation system consists of natural ventilation and appears excellent. General housekeeping appears good.

Summary: Satisfactory

MACHINE SYSTEMS

Engine's external surfaces appear satisfactory – good and exhibit no rust, oil or coolant leaks. We were unable to start the engine due to low battery voltage. Engine hour meter exhibits 143.2 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear good. Electrical system and components appear satisfactory. Engine control system appears satisfactory. Steering control system appears satisfactory. Outboard components appear satisfactory. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 15 gallon capacity * in one metal tank located port aft. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel

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fill, vent, feed lines and components appear satisfactory. Fuel fill to tank bonding is N/A. Fuel shut off valves were not seen.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore inlets and connections appear satisfactory. The AC wiring appears satisfactory. The AC main feed is not protected with fuses or a circuit breaker. Battery arrangement appears satisfactory. There is water inside of the battery boxes. The battery voltage was low during the survey. Batteries are equipped with a disconnect switch. DC wiring appears satisfactory. Circuit protection for the DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Vessel has two type B:C size I (2010, 2019) portable fire extinguishers located by the sink. Vessel has no fixed fire suppression system. The vessel includes no CO alarms. The safety components include: twelve adult type II and two child type II PFDs and one throwable PFD; distress flares with current certification; no life rafts; suitable first aid kit; West Marine traditional 13 and 8 anchors with chain and line rode that appear satisfactory. Navigational and anchor lights appear satisfactory. Vessel has oil, waste placard and waste management plan.

Summary: Satisfactory

STORAGE

The vessel was inspected at its temporary storage location. Boarding hazards appear insignificant.

Summary: Good

ACCESSORIES

Water slide, Garmin echo map CV GPS plotter, Kenwood KMR-M328BT stereo, DC panel on helm with switches and fuses, fuel level gauge, Kenwood speakers, 12 volt outlets, sink, freshwater tank (not inspected), garbage placard, oil placard, waste management plan, electric head, ProMariner ProSport20 Plus battery charger

SUMMARY

The vessel is a production pontoon boat equipped with a single gasoline outboard engine. The vessel was built in Fresno, CA. The client's representative reported that they purchased the vessel in San Diego, CA on November 16, 2021. The vessel's bottom paint has failed. The engine's date tag shows that it was manufactured in January 2010, it is unclear when it was installed. The engine did not start when tested and no sea trial was performed. The vessel is basically structurally sound and upon completion of recommendations should be suitable for its intended purpose as a protected waters cruising vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$XXX	\$Removed	\$XXX

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, Yachtworld.com and BoatTrader.com listing prices below. The surveyed vessel is in average condition. The surveyed vessel is equipped with a gasoline four-stroke outboard engine. There was limited comparable vessels of the same size and year so our research was expanded. The surveyed vessel is larger in size than the comparable vessels; larger vessels tend to hold more value. The data from Soldboats.com and BoatTrader.com have factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
24	Godfrey Aqua Pro Entertainer	1988	16-Aug-21	16,500	22,500	League City, TX, USA
24	Sundancer Pontoons 24	1989	23-Feb-21	6,200	7,500	Wetumpka, AL, USA
24	Premier 24	1989	21-Apr-20	4,995	4,995	Clearwater, MN, USA
25	Crest 25	1987	29-Jun-19	9,500	10,000	Benton Harbor, MI, USA
24	Sun Tracker DL Party Barge	1989	2-May-19	7,250	7,995	Delavan, WI, USA
25	JC TriToon	1990	6-Jul-19	5,500	6,000	Mooresville, NC, USA
24	Sun Tracker Party Barge	1989	30-May-19	13,999	13,999	Quincy, MI, USA
24	Riviera Cruiser Fundeck	1990	27-Jul-21	6,200	6,995	Conneaut Lake, PA, USA
24	JC 824 EX	1990	9-Feb-21	8,000	8,995	Cleveland, TN, USA

24	Sea Nymph SUNCRUISER 24	1988	25-Jan-21	4,600	4,975	Dubuque, IA, USA Detroit Lakes, MN, USA
24	Sylvan Supreme 824 Harris-Kayot Super	1988	26-Jun-20	4,995	4,995	USA Conneaut Lake, PA, USA
24	Sunliner	1989	5-May-20	5,000	5,495	USA
24	Sunstar 2423 PONTOON	1990	8-Jun-20	2,995	2,995	Pewaukee, WI, USA
24	Tracker Party Barge	1985	19-Mar- 20	4,800	4,999	Searcy, AR, USA
24	Monark 24' Cruise	1988	11-May- 19	2,700	3,495	Cleveland, TN, USA

1989 Lowe 24 cruise

1989 Lowe 24 cruise

\$5,995

Shawano, WI

American Marine and Motorsports

1. Save 1986 Playbuoy 24 Cruise

1986 Playbuoy 24 Cruise

\$1,500

Lavalette, WV

The Great Outdoors Marine

2.

3.

4. Save 1989 Riviera Cruiser 24'

1989 Riviera Cruiser 24'

\$5,499

Abrams, WI

Power Sports Abrams

5. [Save 1989 Tracker Sun Tracker 24-DL](#)

1989 Tracker Sun Tracker 24-DL

\$5,995

Huntsville, OH

Buds Marine

6. [Save 1986 Custom 20](#)

1986 Custom 20

\$17,750

Acton, ME

Pop Yachts

7. [Save](#)

[1989 Tracker Bass Buggy DL](#)

1989 Tracker Bass Buggy DL

\$11,800

Pleasant Valley, MO

Pop Yachts

8. [Save](#)

1988 Custom 18

1988 Custom 18

\$6,995

Shawano, WI

American Marine and Motorsports

1.

Save 1974 Crest 24 Cruise

1974 Crest 24 Cruise

\$1,599

Shawano, WI

American Marine and Motorsports

2. Save 1987 JC 824 EX

1987 JC 824 EX

\$12,750

Lexington, SC

Pop Yachts

This survey is for the express purpose of insurance and/or entering a marina. 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 fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. The batteries did not have enough charge to start the engine and the radio would shut off on its own. The condition of the batteries is beyond the scope of this survey, please consider testing the batteries and charging / replacing them as necessary.
3. The vessel has no bottom paint; the client intends to keep the vessel in the water. We strongly recommend having a saltwater conversion performed including the installation of sacrificial anodes and application of anti-fouling paint.
4. We strongly recommend the installation of overcurrent protection for the battery charger.
5. Display the HIN on the transom per federal regulations.
6. The bilge pump for the center pontoon did not energize when tested. Service or replace components as necessary and prove the pump properly functional.

SECONDARY

1. Determine the significance of the damaged portion of aluminum aft between the port pontoon and the deck and address as necessary.
2. There is water in the battery boxes and it is unclear as to the source of the water. Dry and clean the battery boxes to allow detection of future water accumulation and address appropriately to prevent future occurrences.
3. The cowling for the engine is damaged. Address as necessary or desired.

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.



January 12, 2022

By: Mr. Kells Manthei, SAMS SA

Date