

# Christian & Company

MARINE SURVEYORS

## STANDARD SURVEY

Client: Removed for privacy

Date of report: March 7, 2022

Our file #: 22 – 20377web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on March 3, 2022 while the vessel was on a trailer at removed for privacy and XXX (current 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.

**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](mailto:office@themarinesurveyors.com) - [themarinesurveyors.com](http://themarinesurveyors.com)

### VESSEL DESCRIPTION

Builder:	Rich Lisk	Reg. #:	Removed for privacy
Model/type:	Specmar 25 Orca	HIN:	Removed for privacy **
Year:	2011 *	Engines:	One Cummins
Length:	30' 9"	Name:	None
Draft:	2'	Hailing Port:	None
Beam:	10"	Weight:	Unknown
* reported by owner		Displacement:	Unknown
** California Fish & Game Registration			

### HULL & STRUCTURE

Keel & bottom: Aluminum construction, modified-V shape, single chine, no antifouling paint

Topsides & transom: Aluminum construction, no paint

Decks & superstructure: Aluminum construction, no paint

Deck hardware: Anchor roller, trap rack, center bow cleat with hawseholes, aluminum grab rails, radar antenna mast, sliding pilothouse windows

Longitudinals/stringers: Aluminum longitudinals (spaced 1'), aluminum stringers (spaced 3')

Athwartships/bulkheads/frames: Aluminum bulkheads

Layout/interior components: Commercial fisher with open cockpit, engine located aft in the cockpit, helm forward in an open pilothouse with a cuddy cabin to port of center

Bilge: Dry and dirty

**Comments:** The vessel was inspected while on a trailer. The hull bottom was visually inspected. The hull bottom is in good condition. There is no antifouling paint. The hull sides and transom were visually inspected. The hull sides and transom are in good structural and cosmetic condition, except where noted. The California registration decals are expired and the document is not aboard. There are scratches in the bow. The HIN is a state of California assigned HIN and is not displayed on the transom. The deck and superstructure were visually inspected. The deck and superstructure are in good structural and cosmetic condition. 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 – good condition. The structural reinforcements including the stringers and bulkheads were visually inspected. 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 good cosmetic condition, except where noted. There is a “fluid” on the cushion

below the helm pump for the steering system. This survey is not a mould inspection.

**Summary: Good**

**MACHINE SYSTEMS**

Main engine: One Cummins D4.2L, 320 h.p. @ 3,800 rpm

Engine application: Diesel, 6 cylinders, turbocharged, freshwater cooled, outdrive

Serial Number: 84406010

Transmissions: Outdrive application, Mercruiser Sea Core Diesel, tag not seen

External/peripherals: Suitable application, satisfactory installation

Engine controls: Single lever electronic controls to Glendenning servo to push-pull cables, single helm

Exhaust systems: Outdrive application

Propulsion gear/shaft logs: Outdrive application, stainless steel 3 blade propeller, size not seen

Steering system/rudder ports: Outdrive application, hydraulic steering, single helm

Ventilation: Natural

Generator: None

Through hulls & components: Aluminum through hulls (apparently) with bronze ball valves, PVC through hulls with PVC valves, not bonded

Location of through hulls as visible: Four through hulls, two per side in the engine room

Seawater systems: Flexible hoses, single and double clamped connections

Bilge pumps: Two Rule 2000 submersible automatic pumps located in the engine room and forward of amidships bilge

**Comments:** The engine and outdrive were visually inspected only. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. The engine hours were 2,008 per the digital hour meter. The external surface and peripheral components of the engine and outdrive appear satisfactory, except where noted. The skeg on the outdrive is damaged. The skeg guard / “kelp knife” is damaged and bent away from the outdrive. There is minor corrosion on the outdrive. The sacrificial anodes on the outdrive are at the end of their service life. The current owner reported that the engine was last operated in March of 2019. We did not see a tag for the outdrive. The engine controls were not tested. The

exhaust system is properly arranged and installed. The propulsion components were visually inspected and appear satisfactory – marginal. There are dings in the propeller blades and one is bent. The steering system was visually inspected and test operated. There is fluid on fittings at the helm steering pump. The steering system functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – good condition, except where noted. There are salt crystals about the belt driven raw water washdown pump's through hull. The seawater systems were visually inspected only. Overall, the seawater systems are in satisfactory condition, except where noted. The functionality of the seawater systems is unknown. There is corrosion on the belt driven raw water washdown pump. The electric bilge pumps were energized with their float and toggle switches. The engine room bilge pump did not energize. The forward bilge pump had low power when tested.

**Summary: Satisfactory**

**TANKAGE**

Fuel: 200 gallon capacity \* in one integral aluminum tank located aft in the cockpit bilge

Fill & vent: Fill fitting on the cockpit deck just forward of the engine room (no markings), USCG type A1 vent hose (no date seen)

Feed & return: USCG type A1 hoses, dates not seen

Water: 5 gallon capacity \* in one painted metal tank on top of the pilothouse

Holding: None

**Comments:** The fuel system including the tank, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The fuel fill is directly into the tank. The fuel fill fitting is not marked. The condition and age of the fuel, (and water) and the integrity of the tanks (fuel and water) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. Accuracy of tank level gauges is beyond the scope of this survey.

**Summary: Satisfactory**

**ELECTRICAL SYSTEMS**

AC system: None

DC system: 12 volt system, two Heavy Duty Commercial 8D maintenance free batteries in secured plastic boxes in the forward of amidships bilge, battery switch aft in cuddy cabin

Wiring: Suitable multi-strand wires

Circuit protection: DC switches with fuses at helm

**Comments:** The electrical system including the batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested, as possible. Overall the electrical system is in satisfactory – good condition, except where noted. There was very low DC power during the survey. There is no terminal protection on the battery terminals. The condition of the batteries is beyond the scope of this inspection.

**Summary: Satisfactory – Good**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers: Two type B:C size I (manufacture dates 2010) in the cabin, gauges in green

Fixed fire system: None

Flotation devices: Two adult type II PFDs, one ring type IV

Horn/distress flares: Canister airhorn, six pistol launch distress flares (expired 2013)

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

Anchor & ground tackle: 10 Kg Bruce anchor with chain and line rode

Other equipment: EPIRB (battery expired 6/2016, registration expired 9/2016)

**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. There are no current distress signal flares aboard. A suitable sound signaling device was seen. There is no CO alarm. There is no smoke alarm. Garbage and oil placards were not seen. The navigational and anchor lights are properly arranged, installed and mostly functional. The stern light and all-around / anchor light did not illuminate when tested. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

**Summary: Satisfactory – Marginal**

### **ACCESSORIES**

Rule raw water washdown pump, belt driven washdown pump, hydraulic trap puller (power from engine), engine instruments include tachometer with digital hour meter, voltmeter, oil pressure gauge and water temperature gauge, drive trim level gauge, Icom IC-M422 vhf, Fusion MS-CD600 stereo, Sirius XM receiver, Igloo cooler, Furuno 1623

radar, Furuno FCV-587 fathometer, Garmin plotter, Furuno radar antenna, Ritchie compass

Trailer information: Pacific Boat Trailers model G23TW5 – 8, VIN 40R1A2LJXAA029454, winch, jack stand, four banks, brake lights, GVWR – 8,000 lb., GAWR – 3,500 lb. / axle

### **SUMMARY**

The vessel is a “kit boat” designed by Specmar, Inc and was reportedly built by Mr. Rich Lisk. It is unclear where the vessel was constructed. The current owner reported that he purchased the vessel in 2015 in Newport Beach, CA. He reported that the current engine was installed in 2012 and the original engine was removed, rebuilt and is kept as a spare (the spare engine is included in the sale of the vessel). He reported that the outdrive also has a spare and is unsure if the outdrive currently installed is the original or the spare (the spare outdrive is included in the sale) as well as a third spare propeller. He reported that the outdrives have been switched every other year and the drive that is removed is rebuilt. He reported that the last time the engine was used was March 2019. The vessel has no bottom paint. He disclosed that the trim tabs don’t work, were broken off while the vessel was in kelp and were never replaced. He also disclosed the damage on the outdrive and propeller. He had no other disclosures and has no knowledge of any significant events in the vessel’s history, such as submersions, collisions, fires, etc. The sale of the vessel includes the trailer it is on. The vessel was inspected on a trailer. No systems were 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 near coastal fishing and commercial vessel.

### **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**

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 Soldboats.com reported sales prices, Yachtworld.com and BoatTrader.com current listing prices below. The surveyed vessel is a “kit boat” where one can purchase the blueprints for a vessel and build it themselves. The vessel has been unused for two years and the engine was not tested during the survey. The value we are placing on the vessel assumes that the engine is properly functional. The best comparable vessel is the 2007 H&H Marine that sold in Westport Point, MA for \$65,000 – it is a fiberglass vessel (fiberglass vessels hold a different value). The 2007 H&H Marine sold on the East Coast of the US; typically vessels that sell on the West Coast hold a different value than those on the East Coast. The surveyed vessel is being sold with a spare engine and outdrive; these are not included in the value we have placed on the vessel. The surveyed vessel is being sold with a trailer and a flatbed trailer that is not for vessels; the value of the trailers are not included in the value we have placed on the vessel. The value of vessels has continued to move upward due to the Covid-19 induced demand.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
27	Lindsey 27 DOWNEAS T	2011	2-Jun-21	50,000	59,900	Murrells Inlet, SC, USA
30	Island Hopper Fly Bridge Dive Boat	2011	18-Feb-21	90,000	100,000	Abaco, Bahamas
26	Silver Ships 26	2005	10-May-21	30,000	33,995	Metairie, LA, USA

27	H&H Marine Downeast	2007	25-Jul-17	65,000	70,000	Westport Point, MA, USA
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1.  
Save2007 Calvin Beal 28

**2007 Calvin Beal 28**

\$84,500

Milwaukie, OR

Pop Yachts

1.  
Save2005 KingFisher 28

**2005 KingFisher 28**

\$130,000

Anacortes, WA

Seattle Yachts

2.  
3.

4. Save**2014 Weldcraft 280 Cuddy King**  
**2014 Weldcraft 280 Cuddy King**

\$149,999

Everett, WA



Offered By:Everett Bayside Marine

CONTACT

1.

Save2007 Motion Marine 26 Outback Offshore LXV

**2007 Motion Marine 26 Outback Offshore LXV**

\$134,450

Dartmouth, MA

Pop Yachts

*KenCraft 25 Cambridge*

US\$28,000 \*

25 ft / 1983

Saint Augustine, Florida, United States

St. Augustine Yacht Sales

## 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. We recommend evenly spacing the fire extinguishers for easy access in emergencies and not just in the cuddy cabin.
2. Provide federally required, approved and current distress signal flares.
3. Service the stern light and all-around / anchor light and prove them properly functional.
4. Maintain the EPIRB per the manufacturer’s recommendations.
5. Renew the registration, apply the current registration decals and bring aboard the current registration.
6. The vessel has not been used in two years. The condition of the engine and outdrive is beyond the scope of this survey. The current owner reported he plans on performing an oil change on the engine and outdrive after the vessel is removed from its current storage facility. Address any deficiencies that may be found upon testing the engine and outdrive.
7. The batteries had low power and there is no terminal protection on the battery terminals. Address appropriately and install terminal protection on the batteries per ABYC recommendations.
8. Properly mark the fuel fitting as “diesel” to eliminate liabilities.
9. The skeg is damaged, the skeg guard is damaged and bent and there are dings in the propeller blades with one edge being bent. Address as appropriately.
10. Determine the significance and cause of the corrosion on the outdrive and address appropriately.
11. The forward bilge pump had low power and the aft bilge pump did not energize when tested. Address appropriately and prove the de-watering devices properly functional in their automatic mode.
12. There is no HIN displayed on the transom. The vessel was assigned a California HIN (seen on the California Fish & Game registration). Display it per federal regulations and assure that it matches on the California Certificate of Number, which was not seen.
13. There is corrosion on the belt driven raw water washdown pump and there are salt crystals about the through hull. Determine the cause of the corrosion and salt crystals, eliminate the cause, service or replace components as necessary

- and clean the components and area to allow detection of future weeps, leaks and salt / corrosion accumulation.
14. Determine the cause of the fluid on the fittings of the helm steering pump and address appropriately. Clean the fittings to allow detection of future weeps or leaks.
  15. Replace the missing trim tabs as desired and prove them properly functional.

### **SECONDARY**

1. There is no antifouling paint on the hull bottom or outdrive. We recommend performing a “salt water conversion” if the vessel is kept in the water for extended periods, including antifouling paint and sacrificial anodes.
2. The sacrificial anodes on the outdrive are at the end of their service life. Replace the anodes.
3. There are scratches in the bow. Address as necessary.
4. The following components were not tested or inspected: engine, outdrive, trap puller, washdown pumps, navigational electronics (not present), stereo, all functions of entertainment devices.

**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.



March 7, 2022

By: Mr. Kells Manthei, SAMS SA

Date