

Christian & Company

MARINE SURVEYORS

C & V SURVEY

Condition & Valuation

Client: Removed for Privacy

Date of report: May 3, 2023

Our file #: 21 – 20015web

Location: Tuna Harbor

Date of inspection: March 15, 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.

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

VESSEL DESCRIPTION

Builder:	Duffy	Doc. #:	Removed
Model/type:	35 High Sheer */ lobster boat	Engine/MFG:	Cummins QSB6.7355D1
Year:	1993	H.P. per:	355 @ 2800 rpm
Length:	35' 3"	Serial numbers:	74178407
Draft:	3' *	Type of instal. :	Diesel, six-cylinder
Beam:	12' 3"		turbocharged, aftercooled
Name:	“Removed”	Generator:	None
HIN:	Removed	Hailing port:	Removed, CA

* Reported by owner

** US Certificate of Documentation

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of molded fiberglass. Coring is unknown. Bulkheads are constructed of fiberglass over plywood. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears good externally and satisfactory internally. Vessel's external colors are white gelcoat. Below waterline through hull fittings appear satisfactory. The engine's seawater intake through hull valve is seized open. The vessel is equipped with two submersible electric / automatic bilge pumps that appear satisfactory and the bilge is wet and dirty. The ventilation system consists of natural ventilation and appears satisfactory - good. General housekeeping appears satisfactory.

Summary: Satisfactory - Good

MACHINE SYSTEMS

Engine's external surfaces appear satisfactory - good and exhibit minor rust. Engine's hour meter exhibits 4275.4 hours. Motor mounts appear satisfactory - good. 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 - good, and the shaft log appears satisfactory - good. Steering control system appears satisfactory and the rudder port appears satisfactory. Propulsion components were not seen. General service seawater systems appear satisfactory - good.

Summary: Satisfactory – Good

FUEL SYSTEM

There is 200 gallon total capacity * in two fiberglass tanks located on either side of the cockpit below the deck. 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. The fuel hoses are not labeled “USCG type” and no dates were seen. Fuel shut off valves are located to starboard below the helm sole on a

manifold and appear good.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. DC wiring appears satisfactory. Circuit protection for the DC branch system appears satisfactory - good. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory. There is no MMSI number or GPS information in either vhf. There is a smaller wire below a larger wire on a terminal on the forward battery.

Summary: Satisfactory - Good

SAFETY AND LIFE SAVING

Vessel has two type A size II, type B:C size I (2017) portable fire extinguishers. Vessel has no fixed fire suppression system. The safety components include: one adult type II PFD and one throwable PFD; distress flares with current certification; Viking 4Dkt life raft with current certification; suitable first aid kit; one Lewmar 33 lb. claw anchor with chain and line rode that appears good. Navigational and anchor lights appear satisfactory. The vessel includes no CO alarm or smoke alarm. Vessel has oil placard and waste placards. Other safety equipment includes: highwater alarm, EPIRB with registration date 7/20/2021 and battery expiration date 05/2023.

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Lines condition and arrangement appears excellent. Boarding hazards appear insignificant.

Summary: Excellent

ACCESSORIES

PYI dripless propeller shaft seal, oil placard, garbage placard, hydraulic trap puller, Standard Horizon Explorer vhf, West Marine vhf 600DSC vhf, Furuno 1622 radar, Ritchie compass, hydraulic trap puller, Simrad G09 XSE multifunction device with GPS / sounder, West Marine speakers, Dual MSD337BT Bluetooth stereo, Garmin GPS Map 4208 plotter, helm chair, MasterVolt 12/ 40-3 battery charger, internal sea strainer, electrical distribution panel includes main and branch DC circuit breaks, PTO, Racor fuel filter, four floodlights, foredeck floodlights, aluminum radar mast, Furuno radar antenna, Twin Disc transmission model MG5075

SUMMARY

The vessel is a molded fiberglass commercial lobster boat equipped with a single diesel engine. The client reported that he purchased the vessel in February of 2021 in San Diego, CA. He reported the engine and transmission were replaced 3.5 years ago. He reported the bottom paint is a few years old and they are planning to paint the bottom of the vessel when it is hauled. The vessel was inspected while afloat. The engine was started and touched into gear in the slip only 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 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

FAIR MARKET 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 average historical sale price of similar vessels on Soldboats.com is \$128,333 and the average current listing price on BoatTrader.com and midcoastyacht.com is \$126,180. The vessel is in average condition for its age and has a relatively new engine and transmission. We did not include the Stanley Downeast vessels in our average as they skew the average much higher.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat L
			15-Feb-21	255,000	260,000	South
36	Stanley Downeast	1996	21	255,000	260,000	South
36	Little Harbor WhisperJet 36	1997	9-Jan-21	49,000	99,000	Rockla
34	Sabre Sabreline 34 Flybridge	1997	3-Nov-20	130,000	138,000	MA, U
			28-Oct-20	125,000	174,900	Stuart,
36	Hinckley Picnic Boat Classic	1997	20	125,000	174,900	Stuart,
			25-Oct-20	125,000	150,000	Stuart,
36	Hinckley 36	1997	20	125,000	150,000	Stuart,
			13-Oct-20	410,000	450,000	Moun
36	Stanley 36	1997	20	410,000	450,000	Moun
			21-Sep-20	139,000	159,000	Annap
36	Hinckley Picnic Boat	1995	20	139,000	159,000	Annap
			13-Sep-20	150,000	155,000	Green
36	Little Harbor 36 Custom Express	1996	20	150,000	155,000	Green
			11-Sep-20	180,000	199,500	Ventur
36	Flye Point 36 BHM	1994	20	180,000	199,500	Ventur
			11-Sep-20	150,000	155,000	USA
36	Little Harbor Express 36	1996	20	150,000	155,000	USA
35	Duffy Downeast	1997	8-Sep-20	120,000	139,000	Jacks
36	Shannon Voyager 36	1994	7-Sep-20	130,000	140,000	Marbl
36	Atlantic BHM 36 Downeast Softtop Cruiser	1996	28-Jul-20	165,000	184,500	Sedgw

Removed
May 3, 2023

“Removed”
1993 Duffy 35 High Sheer / lobster boat

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	Custom John's Bay Boat Company 35 Lobster					
35	Yacht	1996	24-Jun-20	77,000	89,900	Harris
35	Duffy 35 Downeast	1996	24-Jun-20	99,000	104,777	Freep
36	Grand Banks Heritage 36 Europa	1997	3-Apr-20	190,000	205,000	Essex,

1986 Duffy 35

35'

\$150,000

[\\$989/month Payment Calculator](#)

Saco, ME

DETAILS

DESCRIPTION [Show More...](#)

MEASUREMENTS

PROPULSION

Engine Make

Caterpillar

Engine Model

3208

Engine Year

1986

Engine Hours

6200

Engine Type

Inboard

Fuel Type

Diesel

MORE DETAILS

34' Wayne Beal Lobster Boat 1994 – Scania 450 HP

ID 1738	REF de	Length: 34m	Year: 1994	Location: Maine	Price: \$110,000
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Hull

Number of

Total

Fuel

[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

Material: Fiberglass **Engines:** 1 **HP:** 450 **Type:** Diesel

Details:

34' Wayne Beal Lobster Boat 1994 - Scania 450 HP For Sale
1994 34' Wayne Beal
450hp Scania w/15,000 Original Hours
Twin Disc Reverse Gear w/7,500 Hours
12" Hauler
Hydraulic Pressure Washer
SS Cage
Lifting Rails
Koden Radar
Hondex Chartplotter/Sounder
75 Gallon Fuel Tank
Bomar Hatches
Hot Tank
Power Steering
Cruise Speed is 16-18 Knots w/ Cage On
1 Owner Boat, Built by Lash Boatshop

35' Young Brothers Lobster Boat 1994 – NEW FPT 500 HP

ID 1667	REF de	Length: 35'	Year: 1994	Location: Maine	Price: \$199,000
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Hull	Number of	Total	Fuel
Material: Fiberglass	Engines: 1	HP: 430	Type: Diesel

Details:

35' Young Brothers Lobster Boat For Sale

NEW 6.7l FPT 500 HP w 5 hours
New Bomar Windows
New Shaft tube
New 4 blade prop

1994 35' Young Brothers

430hp Cummins 6CTA 8.3L w/2,271 Original Hours
this engine just replaced w FPT 500 HP

Twin Disc 2.05:1 Reverse Gear(New in 2019)
12" SS Hauler-Direct Drive off Engine
SS Dual Ram Steering-Direct Drive off Reverse Gear

Hondex Chartplotter/Sounder Combo
 Furuno Radar
 Another Hondex Chartplotter/Sounder Combo w/ Computer Monitor
 180 Gallon Fuel Capacity in 2 Tanks
 2" Jabsco Washdown Pump
 Lenco Trim Tabs
 2-8D Batteries
 Hot Tank w/SS Coil
 25"x29" 4-Blade Prop w/Medium Cup
 SS Hauling Sheathing
 LED Lights
 1,100 Watt Inverter
 SS Prop Cage(Not Installed)
 Cruise Speed is 17-18 Knots

35' Bruno Stillman Lobster Boat 1997 – John Deere 225 HP

ID 1690	REF de	Length: 35m	Year: 1997	Location: Maine	Price: \$72,000
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Hull Material: Fiberglass	Number of Engines: 1	Total HP: 225	Fuel Type: Diesel
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Details:

35' Bruno Stillman Lobster Boat 1997 - John Deere 225 HP For Sale
 1997 35' Bruno
 225hp John Deere w/13,000 Hours
 Chartplotter
 Sounder
 Radar
 12" Hauler
 150 Gallon Fuel Capacity
 Survey Available

1990 Duffy Downeast

31'
\$99,900

[\\$659/month Payment Calculator](#)

Removed
May 3, 2023

“Removed”
1993 Duffy 35 High Sheer / lobster boat

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Plymouth, MA

DETAILS

Year

1990

Make

Duffy

Model

Downeast

Class

Downeast

Length

31'

Fuel Type

Diesel

Location

Plymouth, MA

Hull Material

Fiberglass

This survey is for the express purpose of insurance. 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 current documentation is not aboard. Bring it aboard.
3. There is no MMSI number in either vhf devices, and no GPS information is displayed. Enter the GPS and MMSI information to allow the distress mode to function properly.
4. There is a smaller wire below a larger wire on a terminal on the forward battery. Organize the wire so the smaller wire is on top per ABYC recommendations.
5. The fuel hoses are not labeled USCG type and no dates were seen. The previous survey lists the fuel hoses as being new 3.5 year ago, however, these hose are not labeled as USCG type. Either replace the hoses or assure they are suitable for continued use.

SECONDARY

1. The flexible hose for water discharge on the engine exhaust has rub damage on top. Determine the significance of the rub damage and either replace the hose and install a way to prevent future damage or monitor and replace as necessary.
2. The vessel is currently being worked on and the nonskid has been removed from the aft deck. The client reported that they will be applying new nonskid in the immediate future. Apply the nonskid.
3. We could not move the engine seawater through hull valve. Service or replace the valve and prove it properly functional.
4. The vessel was inspected while afloat and with its port side to the dock. The below water propulsion components were not inspected and the starboard side was not inspected. Inspect these areas and components and address any deficiencies that may be found.

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.



May 3, 2023

By: Mr. Kells Manthei, SAMS SA

Date



May 3, 2023

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

Date