

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed

Date of report: May 2022

Owner: Removed

Our file #: 22 – 20439web

Location: San Diego, CA

Date of inspection: May 5, 2022

### 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:	Riviera Marine	Doc. #:	Removed
Model/type:	36 Pro Tournament	Engine/MFG:	Two Cummins 6BTA5.9-M3
Year:	2000 (model year)	H.P. per:	370 @ 3,000 rpm
Length:	40' 6"	Serial numbers:	P – 45816468
Draft:	3' 3"		S – 45830783
Beam:	13' 6"	Type of instal. :	Diesel, 6 cylinders, turbo-charged, aftercooled
Name:	“Removed”	Generator:	9 Kw Onan
HIN:	Removed	Hailing Port:	San Diego, CA

### HULL & STRUCTURE

The vessel was inspected while hauled and 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 plywood. Overall condition of the hull structure appears satisfactory – good. The vessel's weight is unknown (travel lift scale inoperative). Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory – good externally and internally. Vessel's external colors are white with a blue boot stripe and blue stripe on the superstructure. Below waterline through hull fittings appear satisfactory. The vessel is equipped with two Rule submersible automatic bilge pumps located in the lazarette and aft in the engine room that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears good.

**Summary: Satisfactory – Good**

### MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit no rust, oil or coolant leaks. The client had a mechanical survey performed prior to the survey. Engine hour meters exhibit P – 3,024, S – 3,023 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory. Engine control system appears satisfactory, and shaft logs appear satisfactory. Steering control system appears satisfactory and rudder ports appear satisfactory. Propulsion components appear satisfactory. Generator's surfaces and motor mounts appear satisfactory. Generator's peripheral components and systems appear satisfactory. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory**

### FUEL SYSTEM

There is 419 gallon total capacity in two tanks located in the cockpit bilge and forward in the engine. Fuel tanks' surfaces, where visible, appear satisfactory, and the securing

mechanisms appear good. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located at manifold and appear satisfactory.

**Summary: Satisfactory**

### **ELECTRICAL SYSTEMS**

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feed is protected with a circuit breaker. Battery arrangement appears good. Batteries are equipped with disconnect switches. DC wiring appears satisfactory. Circuit protection for the AC and DC branch system appears good. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory.

**Summary: Satisfactory**

### **SAFETY AND LIFE SAVING**

Vessel's portable fire extinguishers include three type B:C size I located below the flybridge helm (2018), in the starboard locker in the galley (2017) and in the forward cabin (2018). Vessel's fixed fire suppression system is a Fireboy MA2-475 clean agent (inspected 6/2006) located to starboard forward in the engine. The vessel includes no CO alarms or smoke alarms. The safety components include: four adult type I PFDs, one child type I PFD, seven adult type II PFDs, three adult type III PFDs and one throwable PFD; distress flares with expired certification; one Switlik life raft with expired certification; suitable first aid kit; 35 lb. Manson anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear good. Vessel has an oil placard and waste placard. Other safety equipment includes: EPIRB (registration expired 2017, battery expired 06/2021), electric horn, audible engine alarm, whistle.

**Summary: Satisfactory – Marginal**

### **DOCKING**

The vessel was inspected at its normal slip location. Line condition and arrangement appears good. Boarding hazards appear insignificant. All entry points are reportedly kept locked.

**Summary: Good**

### **ACCESSORIES**

Swim step, boarding ladder, 50A 125/250V shore power inlet to starboard in the cockpit, TV / phone inlet, transom door, cockpit shower, freshwater washdown, raw water washdown, two cockpit fish holds with a diaphragm drain pump, cockpit bait tank, cockpit courtesy lights, Pioneer speakers, cockpit shade, bait tank, cockpit sink, Parker Racor fuel filters with vacuum gauges, oil X-Change-R oil change pump, internal sea strainers, Algae-X system, Twin Disc transmission model MG-5050-A, ratio 1.80:1, starboard serial number 5FU654, port serial number 5Fu610, fiberglass mufflers,

Cruisair HVAC unit, two plastic freshwater tanks, plastic waste holding tank, waste Y valve, engine room lights, ProMariner ProNautic 12-30P battery charger, Seaward S1100 water heater, with heat exchange to the port engine, fiberglass water lift muffler for the generator, DC sub panel below the helm, fiberglass bench seat, full flybridge enclosure, two helm chairs, Raytheon Pathfinder SL70 radar, Northstar 952X GPS / Plotter, Furuno FCV-1100L sounder, Robertson AP-11 autopilot, Ritchie compass, Standard Horizon Explorer vhf, engine instruments include two tachometers with digital hour meters, two voltmeters, two oil pressure gauges and two water temperature gauges, Lofrans Tigres electric windlass, 30A 125V shore power cord, 50A 125 / 250V shore power cord adapter, salon includes dinette with bench seat, Clarion CAA-355 6 disc CD changer, Clarion Alpha stereo, Clarion speakers, Toshiba TV, electric distribution panel to starboard forward in the salon includes a main AC circuit breaker, branch AC and DC circuit breakers, AC and DC volt and ammeters, rod holders, galley includes Sharp Carousel microwave, Nova Kool R3800 refrigerator, Ceran two burner stove, sink, GE coffeemaker and freshwater level gauge, GFCI outlets, garbage placard, oil placard, head includes vacu-flush head, sink and shower enclosure, trim tabs, Magma LP bbq grill, forward cabin includes island berth, shower sump box, autopilot compass located in the bilge access in the galley, Hynautic hydraulic steering with reservoir aft in the engine room, rod

## SUMMARY

The vessel is a production fiberglass sport fishing vessel equipped with two diesel engines and a diesel generator. The vessel was built in Australia. The client reported that the antifouling paint is 4-plus years old. He reported that the engines, transmissions and generator are original. He has no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected while hauled and afloat. The engines were briefly test operated in the slip and the boat yard only. The generator was tested and loaded. The client took the vessel on a sea trial prior the survey. 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 fishing 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**

\$Removed

**NEW REPLACEMENT  
VALUE**

\$Removed

**INVESTMENT**

N / A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

**Explanation of value opinion:** The value is based on the Soldboats.com reported sales prices and Yachtworld.com listing prices below. Some of the vessels currently listed are outside of the US; vessels for sale on the East Coast of the US and outside of the US typically hold a different value. The vessels that sold in Oxnard, CA each have upper and lower helm stations and are “newer” models (2002, 2003 respectively). There is no data about the vessel that sold in the Channel Islands in June 2021. The vessel that sold for \$215,000 in Olympia, WA in September 2020 was kept in a “boat shed” and has an upper and lower helm station. Vessels that have two helm stations sold for more than single helms. The surveyed vessel only has the flybridge station. The surveyed vessel exhibits deferred maintenance. The surveyed vessel has no notable upgrades to its systems or navigational electronics. The market continues to have an upward value movement due to the extended Covid-19 induced spike.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
36	Riviera Convertible	1999	28-Dec-21	90,000	139,000	San Diego, CA, USA
37	Riviera Flybridge 37	2002	19-Oct-21	245,000	255,000	Oxnard, CA, USA
36	Riviera Convertible	1999	21-Jul-21	140,000	159,900	Alameda, CA, USA
36	Riviera 36 Pro Tournamen	2003	14-Jun-21	250,000	269,000	Oxnard, CA, USA

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36	Riviera Pro Tournamen t SC	2003	10-Jun-21	250,000	269,900	Channel Islands Harbor , CA, USA
36	Riviera 37 Flybridge	2001	10-May-21	177,500	209,900	Sandusky, OH, USA
36	Riviera Convertible	2000	18-Dec-20	131,000	149,000	San Diego, CA, USA
37	Riviera 37 Flybridge	2002	16-Sep-20	215,000	225,000	Olympia, WA, USA
36	Riviera 36 Flybridge	2000	20-Jul-20	155,000	165,000	San Diego, CA, USA

### *Riviera Convertible*

**US\$199,000 \***

37 ft / 2002

Miami, Florida, United States

Mar Azul Marine Group

### *Riviera Fly Bridge Convertible*

**US\$215,000 \***

36 ft / 2001

Honolulu, Hawaii, United States

Honolulu Yacht Brokerage International LLC

### ***Riviera 34***

**US\$121,244 \***

36 ft / 1999

cadiz, Spain

Marina Estrella - El Masnou

[Request Info](#)

### *Riviera Flybridge*

**US\$138,195 \***

**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)**

Client  
May 9, 2022

*“Removed Name”*  
2000 Riviera 36 Pro Tournament

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File # 22 – 20439web

35 ft / 2004  
Fyn, Denmark  
Yacht Basen

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

## RECOMMENDATIONS

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

### PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician. Extinguishers should be evenly spaced through the vessel for easy access in emergency situations. Lockers that contain fire extinguishers should be properly marked.
2. Provide federally required, approved and current distress signal flares.
3. Maintain the EPIRB per the manufacturer's recommendations.
4. Maintain the life raft per the manufacturer's recommendations.
5. Input an MMSI number into the vhf to allow function of the distress mode.
6. We strongly recommend the installation of carbon monoxide alarm and smoke alarms.
7. The fuel fill hose for the aft fuel tank is cracked. Replace the hose.
8. The blue fuel hoses on the Algae-X system are cracked. Replace the hoses or monitor and replace them as necessary.
9. There is a clear plastic tube in use for fuel sighting. We strongly recommend keeping the valve in the closed position when not sighting fuel.
10. Provide terminal protection for the batteries per ABYC recommendations.

### SECONDARY

1. We were unable to move the generator's exhaust discharge through hull valve. Service or replace components as necessary and prove the valve properly functional.
2. Replace the missing gauge from the helm (reportedly a fuel level gauge).
3. The HVAC seawater intake through hull valve is very stiff. Service as necessary and prove the valve properly functional.
4. The deck drain through hull fittings to port aft in the engine room have limited access, are corroded and have rusted valve handles. Gain access to these through hulls and address the deficiencies appropriately.
5. There is corrosion on a cooling pipe between the starboard engine's aftercooler and water pump. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
6. The handles on the cockpit shower and freshwater washdown are broken / missing. Replace the handles.



7. The antifouling paint is failing. 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.



May 5, 2023

By: Mr. Kells Manthei, SAMS SA

Date