

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed
Location: San Diego, CA

Date of report: April 22, 2021
Our File #: 23 – 20055web
Date of inspection: April 21, 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:	Tollycraft	Doc. #:	Removed **
Model/type:	40 Sport Sedan	Engines/MFG:	Two Caterpillar 3208
Year:	1987 (model year)	H.P. per:	385 *
Length:	43 ’	Serial numbers:	Tags not seen
Draft:	3 ’ 2 ”	Type of instal. :	Diesel, 8 cylinders, turbo-charged, aftercooled
Beam:	14 ’ 8 ”	Generator:	9 kw NorPro
Name:	“Removed”	Hailing port:	San Diego, CA
HIN:	Removed **		

* Previous survey

** US Certificate of Documentation

HULL & STRUCTURE

The vessel was inspected while hauled. Hull construction material is molded fiberglass. The vessel’s name on the transom does not match the Certificate of Documentation. The upper and lower rub rails are corroded. The HIN is not displayed on the transom. 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. Exterior rails and hardware appear satisfactory. The starboard forward bow rail stanchion post fasteners are loose. The starboard fasteners at the top of the flybridge ladder are loose. Cosmetic condition of vessel appears good externally and satisfactory – good internally. Vessel’s external colors are off-white paint with gold and black boot stripes and gold and black stripes on the superstructure. Below waterline through hull fittings appear satisfactory – good. The vessel’s bilge pumps include one Rule 1500 submersible automatic aft in the lazarette, two Rule 1500 submersible automatic in the engine room (one forward and one aft) and one Rule 1500 submersible automatic forward of the engine room, they appear satisfactory and the bilge is holding minimal water. The ventilation system consists of two blowers and natural ventilation and appears satisfactory. General housekeeping appears good.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Engines’ external surfaces appear satisfactory and exhibit no rust or coolant leaks. There is oil on the inboard stringer of the starboard engine. Engines’ hour meters exhibit S – 3356 and P – 3626 hours. The hour meters are inoperative. Motor mounts appear satisfactory. Cooling systems appear satisfactory. There is minimal corrosion on the engines’ raw water pumps. Fuel systems and components appear satisfactory. Exhaust systems and components appear satisfactory. The wood mounts for the engines’ mufflers are deteriorated. Electrical systems and components appear satisfactory. Engine control systems appear satisfactory and shaft logs appear satisfactory. Steering control system appears satisfactory and rudder ports appear excellent. The rudder seals were being replaced during the survey. Propulsion components appear satisfactory. The propellers have been removed for maintenance. Generator’s surfaces and motor mounts appear satisfactory. Generator’s peripheral components and systems appear

satisfactory. The generator is a 9kw NorPro model XM3341006N, serial number 363959 – 080. The generator’s seawater intake hose has rub damage. The generator’s drive belt is aged and cracked. The bypass hole on the generator’s raw water pump has rust and staining and there is moisture and rust below the pump in the generator’s pan. Waste system and components appear satisfactory. General service seawater systems appear satisfactory. There is a black flexible hose to starboard in the lazarette that is cracked (difficult to trace). The filter for the water maker is not secured.

Summary: Satisfactory

FUEL SYSTEM

There is unknown capacity in two aluminum (apparently) tanks located outboard in the engine room. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. There is fuel below the port Racor filter bowl and on the water maker’s through hull. The fuel fill, vent, feed and return lines and components appear satisfactory. The fuel hoses are dated 2006 and 2001. Fuel shut off valves are located forward of the starboard engine on a manifold and appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear satisfactory. The shore power cord is aged and the female end of the cord is worn. The AC wiring and outlets appear satisfactory. The AC main feed is protected with a circuit breaker. Battery arrangement appears satisfactory. 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 one type B:C size I (2012) in the port aft cockpit locker, four type A size II, type B:C size I (inspected 2017) with two in the galley, one in the port forward cockpit locker and one in the forward cabin, one type B:C size I (1986) in the port cabin. Vessel has a Fireboy model 100CG, Halon 1301, inspected 10/2002 fixed fire suppression system. The safety components include: four adult type II, and three adult type III PFDs, one throwable PFD and retrieval line; distress flares with expired certification; one 8 person life raft with expired certification; no first aid kit; 22 kg anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory. Vessel has current navigation rules. Vessel has an oil placard, waste placard and a waste management plan. Other safety equipment includes: EPIRB (battery expired 2019) and the registration sticker is for vessel “*Thetis*” and is expired.

Summary:

STORAGE

The vessel was inspected at its temporary storage location. Boarding hazards appear insignificant. All entry points were found locked.

Summary: Excellent

ACCESSORIES

Transom door, cockpit engine controls, rocket launcher rod holders, garbage placard, rudder angle indicator, cockpit ice box, two fish boxes with coolers, bait tank, raw water washdown, fresh water pressure inlet, JL Audio speakers, two Stidd adjustable helm chairs, Icom IC-M506 VHF, Simrad AP20 autopilot, Furuno sonar (extending sonar), engine instrumentation includes two tachometers, two oil pressure gauges, two water temperature gauges and two volt meters, two fuel level gauges, Ritchie compass, bow plank with integral anchor roller, foredeck bait tank, full flybridge enclosure, foredeck bench, FLIR camera, two GPSMap 7608 multi-function devices with sounder / plotter / radar / AIS / FLIR, Garmin GPSMap multifunction device with plotter / sounder / radar / AIS / FLIR, two Duralite LED foredeck flood lights, Garmin GPSMap 7608 multi-function device in the cockpit with plotter / sounder / radar / AIS / FLIR, Chelsea Maritime clock, electrical distribution panel includes main and branch AC and DC circuit breakers and AC and DC volt and ammeters, Heart Interface inverter controller, galley includes two GE GCE06GSHBHB refrigerators, two basin sink, Princess two burner electric stove, Mr. Coffee coffee maker and GE microwave, Pioneer speakers, leather couch, Panasonic TV with VHS player, Icom IC-M304 vhf, Panasonic DP202 CD / Stereo, Magic Speed X52HD drone, Raritan 1700 water heater, search light CH – 500 descending Sonar, Xantrex True Charge 40+ amp battery charger, spare belts, internal sea strainers, West Marine freshwater pump, fishing rods, head includes vacuflush head, sink and shower enclosure, port cabin includes bunk berths, forward cabin includes island berth, waste vacuum pump, electric waste discharge pump, Maxwell 1000 two direction electric windlass

SUMMARY

The vessel is a molded fiberglass flybridge sport fisher equipped with two diesel engines and a diesel generator. The vessel was built in Kelso, WA. The client purchased the vessel in August 2017 in San Diego, CA. He reported that the machine system components are original. The vessel has been hauled for bottom paint. He reported that since his last survey he has repaired the windlass, installed a life raft, added a bench seat on the bow, installed a deck overlay, repainted the transom, and has installed numerous upgrades including: \$60,000 of electronics and rewired the flybridge, installed a FLIR system, installed an extending sonar, replaced the canvas and flybridge enclosure, replaced the refrigerators, replaced the furniture, replaced the galley sink, replumbed the waste system, tinted the windows, installed new curtains, and reworked the grounding system in the lazarette. The vessel was inspected while hauled. The engines and generator were not 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 cruising vessel.

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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

FAIR MARKET VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$ Removed	\$ Removed	N / A

The fair market 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 sale price of similar vessels on Soldboats.com is \$96,443 and the average current listing price of similar vessels on Yachtworld.com is \$89,549. The vessel is in above average condition for its age and exhibits active maintenance and numerous electronic upgrades. The data from Soldboats.com and Yachtworld.com has factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Currency	Listed Price	Boat Location
40	Tollycraft Sport Sedan	1986	8-Jul-20	100,000	US\$	120,000	CA, USA
40	Tollycraft 40 Sport Sedan	1989	17-Apr-20	112,000	US\$	125,000	Everett, WA, USA
40	Tollycraft 40 Sport Sedan	1989	27-Mar-20	77,329	US\$	111,385	Nanoose Bay, BC, Canada

Ocean 44 Super Sport

US\$119,000 *

44 ft / 1988

Little River, South Carolina, United States

Intracoastal Yacht Sales of Little River, SC

Ocean Yachts 44 Super Sport

US\$119,000 *

44 ft / 1988

Anacortes, Washington, United States

Crow's Nest Yachts - Anacortes

Post 43 Sport Fish

US\$125,000 *

43 ft / 1987

Cape May, New Jersey, United States

South Jersey Yacht Sales - CCM

[Request Info](#)

Bertram Sport Fish

US\$109,900 *

43 ft / 1988

Davie, Florida, United States

United Yacht Sales - Florida, Jacksonville / St. Augustine Area

[Request Info](#)

Egg Harbor 43 Sport Fisherman

US\$99,000 *

43 ft / 1987

Fall River, Massachusetts, United States

Capt. O'Connell Co.

Angel Sportfish

US\$55,391 *

43 ft / 1986

Vancouver, British Columbia, Canada

Pleasure Yacht Brokerage

Bertram 43 Convertible

US\$119,000 *

43 ft / 1988

East Hampton, New York, United States

Strongs Marine

[Live Video Tour](#)[Request Info](#)

Jersey Cape 42 Convertible

US\$94,500 *

42 ft / 1988

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Hampton, Virginia, United States
Bluewater Yacht Sales
[Request Info](#)

Robertson 42 Custom

US\$89,900 *

42 ft / 1988
Tierra Verde, Florida, United States
Sea Beyond Marine Group
[Request Info](#)

Bertram 42 Convertible

US\$79,900 *

42 ft / 1986
League City, Texas, United States
Sale Pending
Texas Sportfishing & Yacht Sales, Clear Lake

[Live Video Tour](#)

Mikelson Sportfisher

US\$94,900 *

42 ft / 1987
Shoreacres, Texas, United States
Little Yacht Sales

Roberts Custom

US\$110,000 *

42 ft / 1988
Saint Petersburg, Florida, United States
Off The Hook Yacht Sales

Viking 41 Conv Sport Fisher

US\$99,500 *

41 ft / 1986
Charleston, South Carolina, United States
Berry-Boger Yacht Sales, Inc.
[Request Info](#)

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

Price Drop: US\$14,100 (Mar 31)

Viking 41 Conv Sport Fisher

US\$89,900 *

41 ft / 1986

Stuart, Florida, United States

HMY Yacht Sales - Soverel Harbour Marina

[Request Info](#)

Viking 41 Conv Sport Fisher

US\$74,900 *

41 ft / 1987

Cape May, New Jersey, United States

South Jersey Yacht Sales - CCM

Viking 41 Conv Sport Fisher

US\$74,900 *

41 ft / 1987

Cape May, New Jersey, United States

South Jersey Yacht Sales - CCM

[Request Info](#)

Viking 41 Conv Sport Fisher

US\$77,500 *

41 ft / 1987

Saint Clair Shores, Michigan, United States

Jefferson Beach Yacht Sales

[Request Info](#)

Hatteras 1987 41 Convertible

US\$79,000 *

41 ft / 1987

Destin, Florida, United States

Great Southern Yacht Company

[Live Video Tour](#)

Viking 41 Conv Sport Fisher

US\$74,500 *

41 ft / 1986

Pittsburgh, Pennsylvania, United States

Fox Chapel Marine

Hatteras 41 Convertible

US\$99,000 *

41 ft / 1988

Montauk, New York, United States

Montauk Yacht Sales

Luhrs 40 Convertible

US\$39,900 *

40 ft / 1987

Clinton, Connecticut, United States

Cedar Island Marina

Silverton Convertible

US\$49,900 *

40 ft / 1988

Ocean Isle Beach, North Carolina, United States

Berry-Boger Yacht Sales, Inc.

Trojan 12 Meter Convertible

US\$125,000 *

40 ft / 1988

Long Beach, California, United States

Long Beach Office

Silverton Convertible

US\$39,900 *

40 ft / 1987

Portland, Connecticut, United States

Sale Pending

PETZOLD'S MARINE CENTER

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Jersey 40FT Convertible

US\$102,000 *

40 ft / 1987

Greenwich, Connecticut, United States
Southpaw Yacht Sales

Chris-Craft 392 Commander

US\$79,000 *

40 ft / 1988

Grasonville, Maryland, United States
Atlantic Yacht Works

Jersey Dawn 40

US\$62,500 *

40 ft / 1986

Old Saybrook, Connecticut, United States

Sale Pending

Brewer Yacht Sales

[Request Info](#)

Trojan Convertible

US\$64,500 *

40 ft / 1986

Jensen Beach, Florida, United States

United Yacht Sales - Florida Treasure Coast

[Live Video Tour](#)[Request Info](#)

Trojan 40 Convertible

US\$39,500 *

40 ft / 1987

Saint Augustine, Florida, United States
St. Augustine Yacht Sales

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. Display the HIN on the transom per federal regulations.
3. The battery on the EPIRB expired in 2019 and the registration sticker is for vessel “*Thetis*” and it expired in 2015. Address the incorrect vessel name, renew the registration and maintain the EPIRB per the manufacturer’s specifications.
4. Properly secure the fasteners on the flybridge ladder to starboard.
5. The starboard forward stanchion post bases are loose. Properly secure them.
6. Maintain the life raft per the manufacturer’s specifications.
7. Display the Documentation Number per federal regulations.
8. The name on the transom does not match the document. Assure that the name on the transom and document match.

SECONDARY

1. The propellers have been removed for service. Reinstall the propellers.
2. Determine the significance of the deterioration of the plywood mounts below both engines’ mufflers and address appropriately.
3. The rudder seals are being replaced and the port rudder was removed during the survey. Upon completion of the maintenance prove the steering system properly functional.
4. The black flexible hose to starboard in the lazarette is cracked. Replace the hose as necessary.
5. The shore power cord is aged and the connection is worn. Replace the cord as necessary.
6. The upper and lower rub rails are corroded. Address as desired.
7. The generator’s seawater intake hose has rub damage. Replace the hose and mount in a way to prevent further damage.
8. The generator’s belt is aged. Replace the belt.
9. The bypass hole on the generator’s raw water pump has rust staining and moisture below in the pan. Service or replace the pump and prove it properly functional, eliminate the leak and clean the pan to allow detection of any future weeps or leaks.
10. There is fuel on the water maker’s seawater intake through hull and below the

- port Racor bowl. Determine the source of the fuel, eliminate the source, service components as necessary and clean the area to allow detection of any future weeps or leaks.
11. There is corrosion on the water maker through hull. Determine the significance of the corrosion and address appropriately.
 12. The fuel hoses are dated 2006 and 2001. The industry life expectancy “rule of thumb” is 10 years. Either replace the hoses or assure they are suitable for continued use and replace as necessary.
 13. Properly secure the filter for the water maker.
 14. There is minimal corrosion on both engine’s raw water pumps. Determine the significance of the corrosion and address appropriately.
 15. There is oil on the stringer just forward of the starboard engine’s port aft motor mount. Determine the source of the oil, eliminate the source, service or replace components as necessary and clean the area to allow detection of any future weeps or leaks.

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”.

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Christian & Company, Marine Surveyors, Inc.



May 9, 2023

By: Mr. Kells Manthei, SAMS SA

Date



May 9, 2023

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

Date