

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed for Privacy  
Current owner: Client  
Location: Hotel Coral Marina, MX

Date of report: June 30, 2021  
Date of inspection: June 28, 2021  
Our file #: 20133web

### 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	Doc. #:	Removed
Model/type:	43 Convertible	Engine/MFG:	Two Cummins 6C 8.3 – M
Year:	1999 (model year)	H.P. per:	450 @ 2600 rpm
Length:	45' 6"	Serial numbers:	P – 45612523
Draft:	3' 3"		S – 45601348
Beam:	15' 8"	Type of instal. :	Diesel, 6 cylinders, turbo
Name:	<i>“Removed”</i>		charged, aftercooled
HIN:	Removed	Generator:	11 kw Kohler
		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 fiberglass and above deck structures are constructed of fiberglass. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears satisfactory. The vessel's weight is 44,000 lb. (travel lift's scale). Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel's external colors are white gelcoat with blue and silver vinyl boot stripes. Below waterline through hull fittings appear satisfactory – good. The vessel is equipped with one manual and Rule 360 and 2000 submersible automatic in engine room and Rule 1500 and 3700 submersible in lazarette automatic bilge pumps that appear faulty and the bilge is holding minimal water. The ventilation system consists of blowers and natural ventilation and appears satisfactory. General housekeeping appears satisfactory.

**Summary: Satisfactory**

### MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit moderate corrosion. The port transmission is gray, it is apparently a replacement unit, the starboard transmission is white. Engine hour meters exhibits 2003 (port) and 2008 (starboard) hours. Motor mounts appear satisfactory with moderate corrosion. 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 – marginal. Generator surfaces and motor mounts appear satisfactory with moderate corrosion. Generator's peripheral components and systems appear satisfactory. Generator's model number is 11CCF0Z (hard to read), serial number is 470419, and there are 2905 hours on meter. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory**

## **FUEL SYSTEM**

There is 581 gallon capacity in one fiberglass tank located below cockpit. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears excellent. The fuel fill, vent, feed and return lines and components appear satisfactory.

**Summary: Satisfactory**

## **ELECTRICAL SYSTEMS**

The AC shore cords, inlets and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feeds are protected with circuit breakers. Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. DC wiring appears satisfactory. Circuit protection for the AC and 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 one type B:C size I 2010 in engine room and one Australian unit portable fire extinguishers. Vessel has a Fireboy CG2 – 600, tag date 2009 fixed fire suppression system. The vessel includes no CO alarms. The safety components include: 6 adult type II PFDs and no throwable PFDs; distress flares with expired certification; Delta anchor, size not seen, with chain and line rode that appears satisfactory. Navigational and anchor lights appear faulty. Vessel does not have current navigation rules. Vessel has oil and waste placards but no waste management plan. Other safety equipment includes EPIRB (battery date not visible), highwater alarm (from aft float switch).

**Summary: Marginal**

## **DOCKING**

The vessel was inspected at its temporary slip location. Lines condition and arrangement appears satisfactory – marginal. Boarding hazards appear insignificant. Other security consists of marina personnel.

**Summary: Satisfactory**

## **ACCESSORIES**

Trim tabs, transom door, bow plank with anchor roller, double spreader outriggers, water makers inc water maker, Master volt 12 / 40 – 3 battery charger, ParMax 3.5 freshwater pressure pump, internal sea strainers, one plastic water tank per side in engine room, Racor fuel filters, Twin Disc MG5061 A transmissions, PYI dripless shaft seals, oil and garbage placards, oil change pump, Seaward S1800 water heater, plastic holding tank to starboard forward in engine room, Jabsco washdown 82605 – 0092 pump, MS – UD650 stereo, engine instruments include tachometers with digital hour meters, temperature, volts and oil pressure, electronic engine controls (serves to push / pull

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cables in engine room), Side Power bow thruster, Datamarine link depth, Garmin GPS map\* SC multifunction device, plotter, Garmin GPS map 5212 multifunction device (radar, plotter, sonar) Norcold DC – 351D – F flybridge refrigerator, fuel level gauge, flybridge sink, GFCI outlets, flybridge dinette, flybridge hard top and enclosure, windscreen, Ritchie compass, cockpit shade, cockpit leaning post, cockpit shower, transom bait tank, two 50 A / 125 V shore power inlets, Hynautic hydraulic steering, cockpit refrigerator, courtesy lights, spot light, forward and aft flood lights, Muir Cheetah windlass, tender davit (unlabeled), Nautic RIB 11VFNTURF with HIN PTJ11266G011 equipped with a 40 h.p. Yamaha outboard engine with model no. F40LA and serial number 6BGL1008399, tender chocks, Clarion remote stereo controller, Dometic Eskimo ice maker, electrical distribution panel to starboard aft in salon includes main and branch AC circuit breakers, DC branch circuit breakers, AC and Dc volt and ammeter, generator instruments include oil pressure and temperature, Yacht Corrosion Consultants Inc deluxe corrosion controller, U-Line ice maker, salon sofa and dinette, salon window blinds, sliding salon windows, Sony Salon TV, satellite tv boxers, harman / Kardon AVR 1710S, galley sink, Cruisair HVAC system with controls in salon and forward cabin, water level gauge, Princess two burner electric stove, Whirlpool microwave oven, Norcold DE – 451 refrigerator, Nile SVL – 2 speaker controller, three transom underwater lights, aft hull bottom ventilation channels, propeller shaft struts and stern tubes with cutlass bearings, Coby tvs and DVDs in starboard and forward cabins, both heads include vacu-flush heads, sinks and showers, sump collector box and pumps, audible engine alarm

## SUMMARY

The vessel is production composite fiberglass sportfishing vessel equipped with two diesel engines and a diesel generator. The vessel was built in Australia. The clients purchased the vessel in 2020 in Costa Rica and had the vessel shipped to Ensenada, Mexico. At that time the vessel went into Baja Naval Boatyard and various work was performed including the installation of a bow thruster and service / replacement of through hulls. The vessel was inspected while afloat, underway from the marina to the boatyard and while hauled. The vessel is basically structurally sound. The vessel exhibits deferred maintenance and the client is addressing items actively. Upon completion of the recommendations, the vessel should be suitable for its intended purpose as a coastal 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**

<b>FAIR MARKET VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
\$ Removed	\$ Removed	\$ Removed

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 value is based on the soldboats.com reported sale prices and the yachtworld.com listing prices below. The vessel is in rough condition thus it is valued below the comparable vessels.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
43	Riviera Convertible	2000	3-Jun-21	229,500	245,000	Westbrook, CT, USA
43	Riviera Sport Fish	1998	1-Jun-21	170,000	198,000	Saint Augustine, FL, USA
43	Riviera 43 Open Flybridge	1999	8-Feb-21	250,000	283,000	Newport Beach, CA, USA
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43	Riviera Convertible	2000	6-Oct-20	237,013	237,013	Cannes, France
43	Riviera Flybridge	1999	10-Jun-20	123,500	226,500	Golfito, Costa Rica, Costa Rica
43	Riviera Convertible	2000	6-Mar-20	187,500	199,999	Alameda, CA, USA

Riviera 43  
[US\\$325,877 \\*](#)  
 45 ft / 2000  
 Portugal  
 Atlantitudes (Azimut Yachts Portugal)

Riviera 43 Convertible Flybridge  
[US\\$210,000 \\*](#)  
 43 ft / 1998  
 Mill Valley, California, United States  
 Oceanic Yacht Sales

**Riviera 43 Flybridge**  
[US\\$209,000 \\*](#)  
 43 ft / 2001  
 Orange Beach, Alabama, United States

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June 2021

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1999 Riviera 43 Convertible

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United Yacht Sales - Gulf Coast / Panhandle / Alabama Area

Riviera Convertible

US\$259,000 \*

43 ft / 2001

Alameda, California, United States

Richard Boland Yachts

Price Drop: US\$31,000 (Jun 21)

**Riviera 43 Flybridge Platinum Edition**

**US\$198,777 \***

43 ft / 1998

San Diego, California, United States

Denison Yachting - San Diego

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

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## 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. Replace the aged dock lines.
2. Provide and install covers for all batteries to prevent accidental short circuiting. Comply with ABYC recommendations.
3. Only one of the four bilge pumps energized with the float switch, three are equipped with float switches. Assure that all bilge pumps with automatic switches are functional in the automatic mode and that all bilge pumps are properly functional.
4. Free up and prove the port engine's seawater intake through hull valve functional, modify as necessary as it appears it would contact the propeller shaft seal and not shut fully in its current orientation.
5. Service and prove the engine lights properly functional, they are mostly inoperative and dim.
6. Service and prove the starboard engine temperature and oil pressure gauges properly functional, they are inoperative.
7. The flybridge enclosure is aged and cloudy, hindering visibility, address appropriately to eliminate hindrance to visibility.
8. The navigational and anchor lights are inoperative and the stern light has no lens. Service and prove the navigational and anchor lights properly functional and in compliance with US and international regulations.
9. Provide and install the missing fasteners for the starboard aft pop-up cleat.
10. Provide and install a new cover for the windlass foot switch.
11. The port propeller was found loose on the shaft and has a crack at the radius between one blade and the hub. Have the propeller inspected by a technician, repair and replace as necessary and properly install the propeller.
12. 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.
13. Provide all legally required carriage items including a throwable type PFD, approved and current distress signal flares, current copy of navigation rules and a waste management plan.
14. Provide a secondary anchor and rode for second anchor situations or emergencies.
15. Maintain the EPIRB per the manufacturer's recommendations.

## SECONDARY

1. There is miscellaneous water damage throughout the cabin including in the forward cabin (mattress is missing) and in the starboard cabin. Address the water damage, clean, repair and replace components as necessary and assure the source of the water damage is eliminated. The client has purchased a new mattress and it is pending installation.
2. There are cracks around the edges of the locker below the outboard berth and the starboard cabin, repair the damage and address any cause as applicable.
3. There are numerous cosmetic issues including a 6" oval color difference (likely repair), 5' from the bow 1' above the boot stripe, miscellaneous rub rail damage, color differences on the painted transom, stained carpet, failing window tint and rough paint finish by the transom bait tanks. Address as desired.
4. Assure that the large foredeck hatch can act as an escape hatch with a tender installed or remove the tender when sleeping aboard, otherwise modify to allow the hatch to act as an escape hatch.
5. Initially the generator started and stopped when it was brought online and then would not restart. We were able to start and run the generator and load it. Address any deficiencies with the generator or its battery and charging system as necessary.
6. The starboard bow rail's handrail is bent between the 4<sup>th</sup> and 5<sup>th</sup> (from forward) stanchion, address as desired.
7. There are miscellaneous cracks about the vessel, they are not structurally significant, address as desired. Locations of cracks include: inboard lower corner of transom door, forward lower corner of the starboard hull side engine room and above the rub rails aft on both sides of the cockpit.
8. The vessel has a starboard list, address appropriately or desired. There is lead ballast in the port aft bilge.
9. The cockpit teak deck is aged and at least two areas are damaged, address appropriately
10. A hose by the HVAC compressors is plugged, determine the prior purpose and assure there is no liability associated with this condition.
11. A hose by the generator is plugged with a drill bit, determine its prior purpose and assure there is no liability. Address appropriately.
12. The higher engine room float switch aft did nothing when lifted, service and prove it properly functional. The higher float switch in the lazarette energized a high water alarm.
13. The washdown pump's intake hose is stuck in the starboard water tank. Properly route the washdown pump intake hose to its designed source and repair the hole in the water tank.
14. There is a fuel distribution pump in the starboard aft engine room. Its purpose is unknown. Assure there is no liability associated with any fuel pumping or distribution system. This device should likely be removed.
15. The helm pump feels a bit rough when turned, have it diagnosed and serviced as necessary.
16. The port engine hour meter functioned intermittently, address as desired.
17. There are no struts on the lazarette hatch, provide struts so the hatch will stay up as desired.
18. There are miscellaneous issues with locker and doorknobs, address as desired.
19. The cockpit shower has a knob disconnected, reconnect as 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.



June 29, 2021

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

Date