

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed

Date of report: July 1, 2023  
Our file #: 22 – 20480web

Current owner: Removed

Location: Safe Harbor Sunroad  
San Diego, CA

Date of inspection: June 30, 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:	Beneteau	Doc. #:	Removed
Model/type:	Oceanis 461 / sloop	Engine/MFG:	One Yanmar 4JH3 – TE
Year:	2001 (model year)	KW per:	55.2 at 3800 rpm
Length:	47' 6"	Serial numbers:	E10786
Draft:	6.2' *	Type of instal.:	Diesel, four cylinders turbocharged, freshwater cooled
Beam:	13' 10"	Generator:	None
Name:	“Removed”	Hailing port:	Scottsdale, AZ
HIN:	Removed *		

\* Federal documentation database

## 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 plywood. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear good. Mast, mast step, standing rigging and chain plates, where visible, appear satisfactory – good. Cosmetic condition of the vessel appears good externally and internally. Vessel's external colors are white with a grey cove stripe and boot stripe. Below waterline through hull fittings appear satisfactory. The vessel is equipped with one manual and two remote electric / automatic bilge pumps that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of one blower and natural ventilation and appears satisfactory. General housekeeping appears good.

**Summary: Good**

## MACHINE SYSTEMS

Engine's external surfaces appear satisfactory – good and exhibit no rust, oil, or coolant leaks. Engine's hour meter exhibits 1071.2 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory – good. Fuel system and components appear satisfactory – good. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory – good. Engine control system appears satisfactory, and shaft log appears satisfactory. Steering control system appears satisfactory and rudder port appears satisfactory – good. Propulsion components were not seen. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory – Good**

## FUEL SYSTEM

There is unknown capacity in one aluminum tank located inboard below the aft berth. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears satisfactory. The fuel fill, vent, feed and return lines and components appear

satisfactory. Fuel shut off valves are located on the tank and appear satisfactory.

**Summary: Satisfactory**

### **ELECTRICAL SYSTEMS**

The AC shore cords, 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 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 has two type B:C size I portable fire extinguishers located in the starboard cockpit locker and in the galley (2017, gauges in green). Vessel's fixed fire suppression system is a Fireboy Manual Automatic (model not seen, manufacture date 06/1990). The vessel includes one CO alarm located in the aft cabin. The safety components include: eight adult type II PFDs, three inflatable type PFDs, one child type II PFD and two throwable PFDs; distress flares with expired (08/2020) certification; one Viking 4UKS life raft with expired (04/2015) certification; suitable first aid kit; Danforth type spare anchor (size not seen) and a 60 lb. CQR primary anchor with chain and line rode that appear good. Navigational and anchor lights appear satisfactory. Vessel has oil placard and garbage placard. Other safety equipment includes: Lifesling, emergency tiller handle, canister air horn, EPIRB (battery, expiration 08/2022, no registration seen).

**Summary: Satisfactory**

### **LP GAS SYSTEMS**

Vessel is equipped with LP gas, which fuels the galley range. Tanks' external appearance is good and they are properly secured. Ventilation appears satisfactory. Tank valve was opened and an odor was not noticed. Feed line is equipped with a reducing regulator, pressure gauge and electric shut off solenoid valve and feed lines appear satisfactory.

**Summary: Satisfactory - Good**

### **DOCKING**

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

**Summary: Good**

## ACCESSORIES

Boarding ladder, anchor roller, transom tender davits, in-mast roller furling mainsail, Magma BBQ grill, bimini top, dodger, cockpit shower, cockpit cushions, walkthrough transom, engine instruments include tachometer, warning lights and hour meter, Yamaha 9.9 h.p. gasoline four – stroke outboard engine model F9.9MHA, serial number 6AUK S 1022074 C, oil placard, garbage placard, winches include one Lewmar 40 electric self-tailing, one Lewmar 44 self-tailing and two Lewmar 54 self-tailing, Lofrans Lion 1000 electric windlass with wired remote control, roller furling headsail assembly, roller furling jib, boom vang, folding cockpit table, two Raymarine C Series multifunction devices with plotter / radar, Raytheon ST6000+ autopilot, Raytheon Tridata with depth / speed / sea temp, Raytheon ST60 true / apparent wind indicator, Standard Horizon Ram 3 vhf, Plastimo compass, Heart Interface Freedom Marine 20 inverter / charger, dripless type propeller shaft seal, opening portlights, Kanzaki transmission model KBW21, ratio 2.62, serial number 05949, aft cabin includes berth, reading lights and access to aft head, aft head includes manual head and sink with shower attachment, shower sump pump, electric waste macerator discharge pump, GFCI outlets, electrical distribution panels include main and branch AC and DC circuit breakers and a DC voltmeter, Raytheon ST60 Multi with depth / speed / sea temp, Standard Horizon Matrix GX2150 vhf, Clarion M505 stereo, Icom IC-24 speaker, JVC CH-X350 12 disc CD changer, Heart Interface Link 1000 inverter / charge controller, Raritan tank monitor, galley includes force 10 three burner LP range, two basin sink, coffee maker, Adler / Barbour refrigerator / freezer and GE microwave, Shurflo Aqua King II freshwater pump, freshwater pressure accumulator tank, salon includes dinette and LG TV, 30A 125V shore power inlet, two 30A 125V shore power cords, JVC speakers, Atwood EHM11 – SM water heater with heat exchanger, forward cabin includes island berth, reading lights, Toshiba TV and ensuite head, forward head includes electric head and sink with shower attachment.

## SUMMARY

The vessel is a production fiberglass sloop-rigged sailboat equipped with a single diesel engine. The vessel was built in Marion, South Carolina. The client reported the vessel was purchased in an LLC in San Francisco, CA in 2018. He reported the engine and transmission are original. He reported the standing rigging is original. He reported that the antifouling paint is 1.5 years old. He reported that the previous owners upgraded the navigational electronics and replaced the portlights. He reported that they recently replaced the anemometer. The vessel was inspected while afloat. The engine was briefly test operated in the slip only and no sea trial was performed. The vessel is basically sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising and sailing 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**

\$ 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, Yachtworld.com and Sailboatlistings.com current listings below. There were limited comparable listings in the state of California so our research was expanded. The surveyed vessel’s navigational electronics have been upgraded. The values of vessels have continued to increase due to the Covid-19 induced demand; the future of the value spike is unknown.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
46	Beneteau Oceanis 461	2000	16-May-22	94,750	99,500	San Diego, CA, USA
46	Beneteau Oceanis 461	1998	24-Nov-21	141,000	149,900	Oxnard, CA, USA
46	Beneteau Oceanis 461	1999	4-Oct-21	111,000	143,995	San Diego, CA, USA
46	Beneteau Oceanis 461	1998	14-Jul-21	89,000	89,000	San Rafael, CA, USA
46	Beneteau Oceanis 461	1999	3-Mar-21	89,000	110,000	San Diego, CA, USA
46	Beneteau Oceanis	2000	25-Jan-21	119,000	129,000	Sausalito, CA, USA

	461					
46	Beneteau Oceanis 461	1998	25-Sep-20	135,000	149,000	San Diego, CA, USA
46	Beneteau Oceanis 461	1998	19-Sep-20	135,000	140,000	Coronado, CA, USA

*Beneteau Oceanis 461*

US\$145,900 \*

46 ft / 2000  
Saint Clair Shores, Michigan, United States

Sale Pending

St. Clair Sailboat Center

**Beneteau Oceanis 461**

US\$129,900 \*

46 ft / 1999  
Muskegon, Michigan, United States

Sail Place Inc

[Request Info](#)

*Beneteau Oceanis 461*

US\$138,000 \*

46 ft / 1999  
Santa Cruz, California, United States

Yachtfinders Windseakers

<b>Beneteau Oceanis 461</b>	
	<p>Length: 46'    Beam: 14'    Draft: 5.75'</p> <p>Year: 1999</p> <p>Type: cruiser</p> <p>Hull: fiberglass monohull</p> <p>Engine: 1 diesel inboard</p> <p>Location: Wake Forest, North Carolina</p>

	Asking: \$109,000	
Sailboat Added 13-Apr-2022 <a href="#">More Details</a>		
<b>Beneteau Oceanis 461</b>		
	Length: 46'    Beam: 13'11'    Draft: 5'9' Year: 2001 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: La Paz BCS, Outside United States Asking: \$169,900	
Sailboat Added 19-Dec-2018 <a href="#">More Details</a>		
<b>Beneteau Oceanis 461</b>		
	Length: 46' Year: 1999 Type: cruiser Hull: fiberglass monohull Engine: diesel inboard Location: Willsboro Bay Marina Lake Champlain, New York Asking: \$169,000	
Sailboat Added 02-Nov-2013 <a href="#">More Details</a>		
<b>Beneteau Oceanis 461 Clipper</b>		
	Length: 46.59'    Beam: 13.95'    Draft: 5.74' Year: 1998 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: Athens Greece, Outside United States Asking: \$100,000	
Sailboat Added 26-Sep-2012 <a href="#">More Details</a>		
<b>Beneteau Oceanis 461</b>		
	Length: 46'    Beam: 13.5'    Draft: 5.5' Year: 1999 Type: cruiser Hull: fiberglass monohull Engine: 1 diesel inboard Location: USVI, Outside United States Asking: \$186,000	
Sailboat Added 20-Oct-2011 <a href="#">More Details</a>		

This survey is for the express purpose of insurance 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 or replaced every six years. Extinguishers should be evenly spaced throughout the vessel for easy access in emergencies.
2. Provide federally required, current and approved distress signal flares.
3. Maintain the life raft per the manufacturer's recommendations.
4. The HIN on the vessel is partially illegible. Address appropriately and assure the HIN is displayed properly per federal regulations.
5. Both 8A4D batteries are “bulging”. Determine the significance of this condition and address appropriately.
6. The negative terminal on the aft 8A4D battery is loose. Properly secure it.
7. There are smaller wires below larger on the forward 8A4D battery’s terminals. ABYC recommends larger wires be below smaller. Address appropriately per ABYC recommendations.
8. Install terminal protection on the 8A4D batteries per ABYC recommendations.
9. Provide a copy of the navigational rules and a waste management plan per federal regulations.
10. We strongly recommend the installation of smoke alarms in the cabins and a carbon monoxide alarm in the forward cabin.
11. Bring aboard the Certificate of Documentation per federal regulations. We did not see it aboard.
12. Apply the registration sticker onto the EPIRB.

### SECONDARY

1. The dates seen on fuel feed and return hoses was 07/26/00. The industry accepted standard “rule of thumb” for the life expectancy of fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace them as necessary.
2. There is corrosion on the engine’s raw water pump. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow the detection of future weeps or leaks.
3. There is debris in the Racor fuel filter. Clean the filter bowl (and fuel) as necessary.
4. There is a clear hose in use on the water heater that is “bulging” at the



- connection to the water heater. Address appropriately or as necessary.
5. We strongly recommend installing a hose on the water heater’s pressure relief valve that drains directly into the bilge.
  6. There is mold behind the starboard salon bench cushions. Address as desired.
  7. The standing rigging is reportedly original. We recommend having a rigging survey performed and to follow the recommendations of the rigging surveyor.

**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 10, 2023

By: Mr. Kells Manthei, SAMS SA

Date