

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: December 23, 2021

Our file #: 21 – 20321

Current owner: Removed for privacy

Location: H&M Landing
San Diego, CA

Date of inspection: December 14, 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:	McCullah (reported)	Doc. #:	Removed for privacy
Model/type:	Passenger Fishing	Engine/MFG:	Two John Deere
Year:	1950	Model:	8.1L / 6081AFM75
Length:	55'	Serial numbers:	S – RG6081A248270
Draft:	5'		P – RG6081A248445
Beam:	18'	Type of instal. :	Diesel, inboard, six-cylinders, turbocharged
Name:	Removed for privacy	Generator:	30 Kw Northern Lights
HIN:	None	Hailing Port:	San Diego, CA

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is wood with fiberglass encasement. Deck is constructed of wood and above deck structures are constructed of wood. Bulkheads are constructed of plywood. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel's external colors are white. Below waterline through hull fittings appear satisfactory. The vessel is equipped with one manual and one AC, five DC electric bilge pumps that appear satisfactory and the bilge is holding moderate water. The ventilation system consists of two engine room blowers and natural ventilation and appears satisfactory. General housekeeping appears satisfactory – marginal.

Summary: Satisfactory

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit moderate corrosion and salt crystals. Engine hour meter exhibits S – 23,111 and P – 23,114 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory – marginal. Electrical system and components appear satisfactory. Engine control system appear satisfactory, and shaft logs appear satisfactory. Steering control system appear faulty and rudder ports appear satisfactory. Propulsion components were not inspected. Generator's surfaces and motor mounts appear satisfactory. Set serial number 9442-46183C, set model number M30CD3-30KW (hard to read). Generator's peripheral components and systems appear satisfactory. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 485 (approximate) gallon capacity in two aluminum tanks located one per side forward of engine room. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cords and connections appear satisfactory – marginal. The AC wiring and outlets appear satisfactory. The AC main feeds are protected with circuit breakers. Battery arrangement appears satisfactory – marginal. 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 four type A size II type B:C size II (January 2021 tags) portable fire extinguishers. Vessel has Fireboy MA2-900 (January 2021 tag) fixed fire suppression system. The vessel includes one CO alarm. The safety components include: numerous PFDs and a life ring with strobe throwable PFD; distress flares with current certification; one life raft with expired certification; suitable first aid kit; 44 lb. claw and second 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 an waste management plan. Other safety equipment includes highwater alarm, horn, CO alarm, two smoke alarms, EPIRB (01/2026).

Summary: Satisfactory – Good

DOCKING

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

Summary: Satisfactory – Good

ACCESSORIES

Oil placard, Racor fuel filters, internal sea strainers, Lewco 1240-ACD battery charger, Caterpillar marine gear (port number 8L4224) by Twin Disc (starboard tag illegible), four electric seawater pumps, Daily Marine water maker, engine room lights, generator instruments in engine room include hours (24,624), volts, temperature and oil pressure, hydraulic windlass, Icom AT-130 antenna tuner, Icom IC-M802 HF Marine transceiver, JRC NCR-333 Navtex receiver, JRC JMA-2300 series roster scan radar, ComNav 1001 autopilot, Horizon Eclipse vhf, Horizon VLH-3000 hailer, Furuno extending transducer sonar (CH-500), Hytera code radio, Horizon Eclipse vhf, McMurdo Smartfind MS AIS, Horizon Eclipse vhf, Asus monitor for laptop computer and navigation software, Furuno FCV-1100L color LCD sonar, compass, engine instruments include electronic display and faux-analog repeaters for tachometer, engine oil, temperature, volts and load, audible engine alarms, hydraulic steering, starboard engine mounted PTO, pilothouse battery and battery charger, helm chair, crew bunks in pilothouse, two heads, two dining boots, Samsung microwave oven, galley sink, heads, two dining booths, Samsung microwave oven, galley sink, beverage refrigerator, electric griddle, Magic Chef electric range, refrigerator, TCL TV, garbage placard, freshwater pressure pump with pressure accumulator tank, 150-200 gallon capacity in one aluminum tank, fish box, bait tank

SUMMARY

The vessel is a fiberglass over plywood passenger fishing vessel. The vessel was built in Paramount, CA and is equipped with two diesel engines and a diesel generator. The vessel has a Certificate of Inspection which expires 25 April 2022 for 39 passengers, 44 total persons and extended ocean zone 1. The vessel was inspected while afloat. The engines and generator were briefly test operated. The vessel is actively used as a charter fishing vessel. The vessel is basically structurally sound but it does exhibit normal deterioration and mechanical deficiencies. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a passenger 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	NEW REPLACEMENT VALUE	INVESTMENT
XXXX	XXXX	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 our data base below, our experience with the local market and independent research, part of which is also below. The passenger fishing vessels sold locally are not advertised for sale, but are sold between private parties, often to captains of local boats. We do not appraise business value, however most of the comparable boats are sold as businesses and thus there is a component of business value in the appraisal. Very few passenger fishing vessels in the local market are not sold as a business. Passenger vessel values are currently up due to good market conditions.

55'	1966	Seaway Boat Works	Passenger fishing boat	Two John Deere	\$300,000
60'	1981	Seaway Boat Works	Passenger fishing boat	Two John Deere	\$340,000
62'	1976	Seaway Boat Works	Passenger Sportfish	3 Komatsu / Luger	\$400,000
62.2'	1979	Kelly Peterson	Passenger	(2) Cummins	\$300,000
63'	1975	Westport	passenger dive boat	Two Cummins	\$400,000
64.8'	1975	Millers Marine Railway	Passenger	N/A	\$30,000
65'	1978	Poole	Passenger Fisher	Twin Cummins	\$800,000
65'	1965	Drake	Passenger fishing vessel	Cummins	\$370,000
65'	1975	Hulls Unlimited East and Millers Marine Railway	Passenger Vessel	Two Beta B - 85	\$550,000
73'	1992	Aqua Bay Marine	Passenger fishing boat	Two Scania	\$750,000
75'	1967	Drake	Passenger fishing vessel	Two Cummins	\$800,000
79'	1963	Ditmar & Donaldson	Passenger fishing boat	Two John Deere	\$600,000
80'	1968	Ditmar Donaldson	Passenger Fishing	Two Scania	\$230,000
80'	1968	Ditmar Donaldson	Passenger Fishing	Two Scania	\$600,000
80'	2001	Aqua Bay Marine	Passenger fishing boat	Two Caterpillar	\$1,250,000

1986 Commercial Drift Fishing Party USCG COI

70'
\$239,900

[\\$1,582/month Payment Calculator](#)

Miami Beach, FL

Sell a boat like this

DETAILS

Year

1986

Make

Commercial

Model

Drift Fishing Party USCG COI

Class

Commercial

Length

70'

Fuel Type

Diesel

Location

Miami Beach, FL

Hull Material

Fiberglass

DESCRIPTION

1986 Commercial Drift Fishing Party USCG COI

US COAST GUARD CERTIFICATE OF INSPECTION IS CURRENT - THRU AUGUST 2022!

70' COMMERCIAL Vessel "ATLANTIS" is Currently USCG CERTIFIED FOR 87 PASSENGERS & 3 CREW. - Total 90 PASSENGERS! THRU AUGUST 2022

1972 Anclothe Marine 65

65'
\$298,900

[\\$1,971/month Payment Calculator](#)

Sea Isle City, NJ

[Sell a boat like this](#)

DETAILS

Year

1972

Make

Anclote Marine

Model

65

Class

Passenger

Length

65'

Fuel Type

Diesel

Location

Sea Isle City, NJ

Hull Material

Fiberglass

Hull Shape

Other

DESCRIPTION

1972 Anclote Marine 65

Stock #200175 -

Only 80 photos shown. All 264 photos available on popyachts.com/view/200175

The 70' Anclote Marine Catamaran is a multi-use vessel which is currently used for fishing, private parties, site seeing and transportation.

With a 28 foot beam the Starfish has a stability rating over 150 passengers including the TOP Deck Alone! Stepping inside the galley there is plenty of room at the counter to provide refreshments or entertain guests for a private party.

1973 Gillikin 65

65'

\$139,000

[\\$917/month Payment Calculator](#)

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

Hampton Beach, NH

[Sell a boat like this](#)

DETAILS

Year

1973

Make

Gillikin

Model

65

Class

Passenger

Length

65'

Location

Hampton Beach, NH

Hull Material

Composite

Hull Shape

Other

DESCRIPTION

1973 Gillikin 65

Stock #195358 -

Only 80 photos shown. All 370 photos available on popyachts.com/view/195358

This 1973 Gillikin head boat is in good condition and has been fished daily during the short NH fishing seasons by the same owner for many years.

1989 Dmr Yachts Passenger

60'

\$499,000

[\\$3,290/month Payment Calculator](#)

Annapolis, MD

[Sell a boat like this](#)

DETAILS

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Year

1989

Make

Dmr Yachts

Model

Passenger

Class

Passenger

Length

60'

Fuel Type

Diesel

Location

Annapolis, MD

Hull Material

Fiberglass

Hull Shape

Semi Displacement

DESCRIPTION

1989 Dmr Yachts Passenger

1989 60' DMR Yachts Passenger Vessel. USCG certified for up to 85 passengers. Stability letter for 106. There is a bar/galley, new tables and chairs on the upper deck, new tables and chairs on the main deck in the salon area. Stateroom with 2 queens, 3 heads and 1 shower, closet and plenty of storage. Powered with twin Isuzu turbo diesels that are quiet and fuel efficient. 20 KW Generator. Currently set up for luxury yacht charters. This vessel just finished a recent refit with many upgrades. New pictures coming soon. Can be used as a charter, ferry or any type of passenger vessel.

1974 Westport 56

56'

\$594,000

[\\$3,917/month Payment Calculator](#)

Anacortes, WA

[Sell a boat like this](#)

DETAILS

Year

1974

Make

Westport

Model

56

Class

Passenger

Length

56'

Fuel Type

Diesel

Location

Anacortes, WA

Hull Material

Fiberglass

DESCRIPTION

1974 Westport 56

1974 Westport 56' Whale Watching / Tour Boat powered by twin QSM11 Cummins Engines.

Boasting a spacious & bright interior that can accommodate 50 passengers and recently rebuilt Naiad stabilizers for a comfortable cruising speed of 20 knots, this Westport 56' is perfect for whale watching, touring, or event hosting.

75 PASSENGER 75' BOAT (Ref#2731)



Built 2003. Current COI good for 100 miles in ocean. (3) Detroit 60 Series engines, 825 HP. (3) Hamilton water jets, 5' draft, fiberglass hull, fiberglass panels on outside and inside with 1" foam layer in-between. Inside of boat is fiberglass with heavy-duty fiberglass. (2) 22kw generators, double electronics in wheel house, 20 knots cruise, 26 knots top speed. Price: \$510,000

This survey is for the express purpose of insurance underwriting. 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. The steering actuator is not properly connected to a flange, one bolt is apparently missing. Properly connect the steering actuator at its loose flange.
2. The plywood deck is deteriorated as visible from below, outboard on both sides of the engine room. Several of the longitudinal clamps and deck supports are also deteriorated. Either address these conditions or monitor and address as necessary.
3. Properly secure the engine room ladder, it is not secure.
4. The shore power cord has damaged insulation in several locations, repair or replace the shore power cord.
5. There is a seawater leak on to the starboard engine' starter. Eliminate the leak, address any damage or corrosion, clean the stains to allow detection of future weeps or leaks.
6. There is soot around the starboard engine's turbocharger, eliminate the source, remove the soot to allow detection of any future weeps or leaks.
7. There is an apparent weep at a "freeze plug" inboard on the starboard engine, there appears to have been prior temporary repairs (Splash Zone), properly repair or replace the freeze plug, eliminate any weep or leak and clean stains below to allow detection of any future weeps or leaks.
8. There is water and debris / algae in the fuel filter bowls. Clean the fuel filter bowls and fuel as necessary. Empty the port side fire bowl which is also full of fluid.
9. There are salt crystals by the electric seawater pump to port aft in the engine room, eliminate the source, remove salt crystals to allow detection of any future weeps or leaks.
10. There is moderate water in the bilge, eliminate the source, remove the water to allow detection of any future weeps or leaks.
11. There are salt crystals on the generator's muffler and on the exhaust hose to port aft of the engine room. Eliminate the source, remove the salt crystals to allow detection of any future weeps or leaks.
12. There are salt crystals and corrosion on the port engine exhaust hose connected to the discharge / mixing elbow, eliminate the source, remove the salt crystals and corrosion to allow detection of any future weeps or leaks.
13. There is a loose battery cable connection at a terminal to port forward in the engine room (aft of two batteries), properly secure this connection.

14. There is corrosion externally on the cover for the electrical end of the generator, eliminate the source, repair any damage and remove any stains to allow detection of any future weeps or leaks.
15. There are small wires twisted together near the generator control box, properly make these wire connections.
16. There is an unsecured battery switch aft of the generator. Properly secure the battery switch, comply with ABYC recommendations.
17. A battery to starboard aft in the engine room is not covered, properly cover the battery to prevent accidental short circuiting. Comply with ABYC recommendations.
18. There is an unused 8D battery in a box to starboard aft in the engine room, use or remove the battery.
19. There is an unused "new" battery by the ladder into the engine room, use or remove the battery. Assure the batteries are installed in compliance with ABYC recommendations.
20. There is a corroded through hull valve and handle outboard of the starboard engine, replace this handle and prove this properly functional.
21. There are several small wires connected directly to batteries. Assure that any wires connected directly to batteries comply to ABYC recommendations, specifically with respect to size, order and type of terminals.
22. Maintain the life raft per the manufacturer's recommendations, service was due August 2021.

SECONDARY

1. Both propeller shaft seals are leaking water excessively, adjust or repack the shaft seals.
2. There is deterioration of various 2 x 8 wooden supports under the generator, address as necessary.
3. There are miscellaneous repairs including spliced hull side longitudinals and replaced deck boards visible in the engine room, monitor for similar conditions, in addition to the above stated recommendation regarding the deck and supports outboard overhead in the engine room, and address deficiencies as necessary.
4. It is difficult to move the bait intake through hull valve (port aft in the engine room), service and prove it properly functional.
5. A light above the generator has no florescent tubes installed, the lens is touching the back of the generator instruments and the ballast is dark, assure this component presents no liability, disconnect it from any electrical source and address any liabilities appropriately.
6. Wires are not well connected forward and overhead of the port engine. Two wires are connected using one end of a butt connector, properly connect wires, comply with ABYC recommendations.
7. Wires into a seawater pump motor to starboard aft in the engine room are not well secured and the fitting designed to secure the wires at the pump housing entry is missing. Provide and install the designed fitting to reduce movement and potential to chafe damage.
8. A through hull valve to starboard aft in the engine room was difficult to move, service and prove it properly functional.

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.



December 23, 2021

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

Date