

# Christian & Company

MARINE SURVEYORS

## APPRAISAL SURVEY

Client: Removed for privacy

Date of report: April 23, 2021  
Our file #: 21 – 20054web

Current owner: Removed for privacy

Location: Cabrillo Way Marina  
San Pedro, CA

Date of inspection: April 22, 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:	Symbol Yachts	Doc. #:	Removed for privacy
Model/type:	50 Pilothouse	Engine/MFG:	Two Cummins 6CTA8.3-M3
Year:	2000 (model year)	H.P. per:	450
Length:	55'	Serial numbers:	S – 45768347
Draft:	4' 2"		P – 45760542
Beam:	15' 7"	Type of instal. :	Diesel, six cylinders, turbo charged, after cooled
Name:	Removed for privacy	Generator:	12 Kw Northern Lights
HIN:	Removed for privacy	Hailing port:	Marina del Rey, CA
Specifications measured or from research			

## HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of fiberglass and above deck structures are constructed of fiberglass. There are apparent repairs on the starboard aft side of the superstructure near the deck and minor wear type anomalies on the starboard bulwarks and rub rail near the pilothouse door. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears good. The vessel's weight is 38,000 lb. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears good externally and good internally. Vessel's external colors are white with black stripes. Below waterline through hull fittings appear satisfactory. The vessel is equipped with (at least) one manual, one Rule 2000 (aft) and one Rule 3700 (engine room) electric / automatic bilge pumps that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of two engine room blowers and natural ventilation and appears good. General housekeeping appears good.

**Summary: Satisfactory – Good**

## MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit no significant rust, oil, or coolant leaks. Engine hour meters exhibit 778 (p) and 754 (s) hours. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. There is corrosion and staining on the starboard engine exhaust hose to tube connection aft in the engine room. Electrical system and components appear satisfactory. Engine control system appear satisfactory, and shaft logs appear satisfactory. Steering control system appears satisfactory and rudder ports appears satisfactory. Propulsion components were not inspected. Generator surfaces and motor mounts appear satisfactory. Model number is PX – 312K1 and serial number is K05509 and there are 2547 hours on meter. Generator's peripheral components and systems appear satisfactory. The insulation in the generator's sound box is failing. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory**

## **FUEL SYSTEM**

There is 600 gallon capacity in four 150 gallon aluminum tanks located two per side in engine room. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears good – excellent. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located in the engine room and appear satisfactory.

**Summary: Satisfactory**

## **ELECTRICAL SYSTEMS**

The AC shore cords, inlets and connections appear satisfactory (cords not disconnected). The AC wiring and outlets appear satisfactory. The AC main feeds are protected with circuit breakers. Battery arrangement appears satisfactory – good. Batteries are equipped with a 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 three dry chemical units (2011 tags). Vessel has Fireboy CG2 – 700, FE – 241 unit in engine room with 2011 tag date as the fixed fire suppression system. The vessel includes CO alarms. The safety components include: unknown PFDs and two type II throwable PFDs; distress flares are unknown; stainless steel unlabeled anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory (not tested). Vessel has oil and waste placards. Other safety equipment includes emergency tiller handle, life sling, EPIRB with 11/2023 battery expiration.

**Summary: Satisfactory**

## **DOCKING**

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

**Summary: Good – Excellent**

## **ACCESSORIES**

Anchor roller, integral swim platform, trim tabs, cockpit sunshade, radar arch, flybridge bimini top, transom door, Hynautic hydraulic steering, two plastic water tanks, intercom, Xantrex True Charge 60 amp battery charger, generator instrumentation includes temperature, oil psi, hours and volts, ZF IRM301A.2 transmissions, PSS driplless propeller shaft seals, Glendinning engine synchronizer, PTO on starboard engine, beam ship's vacuum, internal sea strainers, oil placard, Racor fuel filters, Hynautic hydraulic engine controls with flybridge and pilothouse stations, Naiad hydraulic fin stabilizers, FCI Dolphin series water maker, heart interface freedom 25 inverter, AC and DC engine room lights, two 50 amp shore power inlets, led courtesy lights, canvas cover, Muir two direction electric windlass, sea and freshwater bow washdowns, spotlight, double salon sliding doors, salon sofa and chairs, Marine Air HVAC system with four controllers, salon TV, satellite TV system, salon wet bar, U-line ice maker, SubZero 249FF freezer and freezer and 249 RP refrigerator, Frigidaire dish washer, galley sink, Broan trash compactor, Sharp Carousel microwave, convection oven, flybridge helm includes Simrad DS40 multi-function device, Ritchie compass, Icom IC-M127 VHF, Robertson AP20 autopilot, Simrad Bluetooth radar, side power bow thruster, engine instrumentation includes Floscan digital tachometer, oil psi, temperature and volts, Sony CDX – C4750 stereo, flybridge helm chair and seating, tender davit (no label), flybridge refrigerator, various canvas covers, pilot house dinette, pilot house pedestal helm chair, second set of generator instruments, Tank watch III holding tank level monitor, Wema tank level indicator, Icom IC – M127 VHF, Robertson AP20 autopilot, Simrad CE40 multi-function device, pilothouse engine instrumentation includes tachometers with hour meters, oil psi, temperature and volts, B&G Network depth, Uniden handheld unit, heart interface link 1000 inverter controller, three windshield wipers, Uniden ES VHF, second handheld VHF, electrical distribution panel in pilothouse includes branch AC and DC circuit breakers two AC and one DC ammeters, AC and DC volt meters, owner's head includes vacu-flush head, sink and shower enclosure, element tv, Weems and Plath ship's clock and barometer, sump collector box and pump, Splendide Comb-o-matic 2000 clothes washer / dryer, set of bow thruster batteries and a Xantrex XC254, battery charger, owner's cabin with ensuite head, port cabin with bunk berths, starboard head includes vacu-flush head, sink and shower fixture, VIP cabin forward

## SUMMARY

The vessel is a composite fiberglass motor vessel equipped with two diesel engines and a diesel generator. Mr. Peter Resnick stated that he purchased the vessel seven years ago in Marina del Rey, CA. The engines, transmissions and generator are reportedly original. Mr. Resnick reported that there had been no major upgrades or improvements. Ms. Karin Resnick stated that cosmetic upgrades included interior and (flybridge) exterior flooring and custom furniture. Mr. Resnick stated that he has performed the normal maintenance on the engines in the past 6 months and his mechanic informed him that he needs service on the engine's exhaust mixing elbows. He stated that the anti-fouling paint is 4 years old and there are blisters on the bottom. He stated that his GPS has recently stopped working and is irreparable and needs to be replaced. He stated that the ice maker and the flybridge refrigerator are inoperative and the VIP cabin's HVAC unit is inoperative. The vessel was inspected in its slip. The engines and generator were briefly test operated. The vessel is in good condition overall and well maintained. The vessel has upgrades including stabilizers, bow thruster, air conditioning and a clothes washer. Most of the electronics are antiquated. The cosmetics are good. The vessel appears suitable for its intended purpose as a coastal cruising 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**

XXXX

**NEW REPLACEMENT  
VALUE**

XXXX

**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 sale prices and the yachtworld.com listing prices. The large amount of data brackets the value. This boat’s value is in the higher range of values, based on its size and quality. The best comparable sale is the 2002 Symbol 50 that sold for \$325,000 in September, 2019 in Punta Gorda, Florida. This boat is two years newer but sold before the Covid-19 demand spike, which increased values. The next best sold boat comparable is the 2000 Hampton 490 that sold for \$350,000 in January, 2020 in Dana Point, CA (before Covid). The best comparable listing is the 2001 Symbol 52 asking \$395,000 (San Diego, CA). This boat is one year newer and larger, thus has more value (we surveyed that vessel and appraised it at \$360,000 in March, 2021). Based on our inspections this vessel is in better condition than the 2001 Symbol 52. The condition, the continued influence of the Covid-19 demand and the location were all factors in the appraisal.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
52	Symbol 50+2	2000	13-Dec-19	375,000	425,000	Deltaville, VA, U
52	Symbol 50+2	2000	6-Dec-19	375,000	425,000	Hartfield, VA, US
52	Symbol 50	2002	21-Sep-19	325,000	424,900	Punta Gorda, FL
48	Sea Ray 480 Sedan Bridge	2001	22-Apr-21	230,000	259,000	Long Branch, NJ
53	Carver 530 Voyager Pilothouse	1999	21-Apr-21	320,000	320,000	Kenosha, WI, US
48	Sea Ray 480 Sedan Bridge	2001	16-Apr-21	272,500	299,000	Hobe Sound, FL
53	Ferretti Yachts 53	1999	15-Apr-21	254,096	277,086	Hyeres, France Saint Petersburg
46	Carver 450 Voyager Pilothouse	1999	9-Apr-21	169,500	194,900	USA

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2000 Symbol 50

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48	Navigator 4800 CLASSIC	2001	7-Apr-21	295,000	299,000	Everett, WA, US
47	McKinna 481	2001	6-Apr-21	235,000	245,000	San Rafael, CA, U
			26-Mar-			
48	Navigator 4800	2001	21	270,000	285,000	Newport Beach,
48	McKinna 481	2001	1-Mar-21	256,000	315,000	Santa Barbara, C
			22-Feb-			
51	Carver 506 Motor Yacht	2000	21	275,000	299,000	San Diego, CA, U
			11-Feb-			
53	Navigator 5300	1999	21	236,405	279,679	Vancouver, BC, C
48	Azimut 46	2000	9-Feb-21	295,000	298,900	San Pedro, CA, U
53	Navigator 53 Classic	2000	5-Feb-21	283,000	299,000	Newport Beach,
			22-Jan-			
53	Navigator Classic Pilothouse	2000	21	280,000	299,000	Newport Beach,
			21-Jan-			
53	Navigator 53 pilothouse	2000	21	320,000	349,900	Seattle, WA, USA
			20-Jan-			
50	Custom Grizzly Yachts Convertible	2000	21	110,000	175,000	San Diego, CA, U
			24-Nov-			
53	Carver 530 Voyager Pilothouse	2000	20	285,000	299,900	Vancouver, BC, C
53	Carver 53 Voyager	2000	4-Nov-20	335,000	349,000	San Diego, CA, U
			16-Oct-			
53	Carver 530 Voyager Pilothouse	2000	20	330,000	339,000	Discovery Bay, C
			19-Sep-			
51	Carver 506 Motor Yacht	2000	20	245,000	264,000	Stockton, CA, US
			24-Aug-			
53	Carver 53 Voyager	2000	20	335,000	349,000	San Diego, CA, U
53	Navigator Classic	2000	6-Aug-20	289,000	289,900	San Diego, CA, U
51	Ocean Alexander 510 Pilothouse	1999	6-Aug-20	350,000	359,950	Seattle, WA, USA
48	Cranchi Atlantique 48	2001	11-Jul-20	188,323	223,583	Victoria, BC, Car
			16-Jun-			
53	Carver 530 Voyager	2000	20	285,000	324,000	San Diego, CA, U
			15-Jun-			
53	Navigator 53 pilothouse	1999	20	250,000	279,000	San Diego, CA, U
			8-May-			
48	Offshore Yachts Pilothouse	2000	20	489,000	510,000	Newport Beach,
48	McKinna Pilothouse	2000	6-Apr-20	245,000	299,000	Oxnard, CA, USA
			20-Mar-			
54	Ocean Alexander 548 Pilothouse	2000	20	615,000	649,000	Seattle, WA, USA
			13-Mar-			
54	Offshore Yachts 54 Pilot House	2001	20	555,000	599,000	Anacortes, WA,
51	Ocean Alexander 510 Classico Pilothouse	2001	2-Mar-20	390,500	419,500	Portland, OR, US
			26-Feb-			
52	Tiara Yachts Express	2001	20	460,000	495,000	Gig Harbor, WA,
			18-Feb-			
54	Sea Ray 540 Sundancer	2000	20	256,039	303,720	Vancouver, BC, C

**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)**

54	Sea Ray 540 Cockpit Motor Yacht	2001	5-Feb-20	285,000	309,000	Seattle, WA, US
53	Navigator Pilothouse	1999	10-Jan-20	195,000	235,000	Newport Beach,
53	Navigator PH	1999	10-Jan-20	195,000	275,000	Newport Beach,
49	Hampton 490 Pilothouse	2000	8-Jan-20	350,000	379,000	Dana Point, CA,

## Symbol Yacht Fisher

**US\$279,000 \***

55 ft / 1994

Long Beach, California, United States

Chuck Hovey Yachts- Newport Beach

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

## Symbol 54 Pilothouse

**US\$295,000 \***

54 ft / 1994

Anacortes, Washington, United States

Anacortes Yacht Brokers

## Symbol Super Sedan

**US\$239,868 \***

53 ft / 1988

Sidney, British Columbia, Canada

Van Isle Marina

[Request Info](#)

## Symbol 52

**US\$395,000 \***

52 ft / 2001

San Diego, California, United States

**Sale Pending**

Seattle Yachts - San Diego

[Request Info](#)



## Symbol 51'

**US\$189,000 \***

51 ft / 1988

San Diego, California, United States

California Yacht Sales, Inc.

[Request Info](#)

## Symbol 51

**US\$119,000 \***

51 ft / 1987

La Paz, Mexico

La Paz Cruisers Supply & Brokerage

## Symbol Pilothouse Motor Yacht (NA)

**US\$139,950 \***

48 ft / 1988

Isleton, California, United States

Delta Marine Sales

[Request Info](#)

## Symbol Motor Yacht California Edition

**US\$175,000 \***

47 ft / 1997

Dana Point, California, United States

Dick Simon Yachts

This survey is for the express purpose of appraisal. It is not meant as a buyer's survey.

Recommendations which are part of our normal marine surveys are not included with appraisals, at a minimum we suggest reviewing the safety system and maintaining all components per the code of federal regulations and NFPA standard.

**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 Christian, Surveyor SAMS - AMS #301

Date