

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Mr. Steven Brink

Date of report: June 28, 2021

Our file #: 21 – 20129web

Current owner: Client

Location: 22nd St. Landing
San Pedro, CA

Date of inspection: June 24, 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:	Halter *	Reg. #:	Removed for privacy *
Model/type:	65' **	Engine/MFG:	Two Caterpillar 3412
Year:	1979	H.P. per:	Unknown
Length:	76' / 64' 5" *	Serial numbers:	P – 60M744 S – 60M745
Draft:	Unknown	Type of instal. :	Diesel, 12 cylinders, turbo charged, after cooled
Beam:	18' 4"	Generator:	22Kw Northern Lights
Name:	Removed for privacy	starboard size	unknown, Perkins engine
HIN:	Removed for privacy *	Hailing port:	Newport Beach, CA

* California Certificate of Number
** Reported by owner

HULL & STRUCTURE

The vessel was inspected while afloat. The vessel has a port side list. The HIN is not displayed on the transom. The registration numbers are not displayed. Hull construction material is aluminum. Deck is constructed of teak over plywood in the cockpit and aluminum elsewhere and above deck structures are constructed of aluminum. Bulkheads are constructed of aluminum. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear good. Cosmetic condition of vessel appears good externally and satisfactory – marginal internally.. Vessel's external colors are white paint with a black goo. Below waterline through hull fittings appear satisfactory. There are salt crystals and rust on the port bait pump seawater intake through hull. There are weep stains on the head intake through hull fitting. The vessel's bilge pumps include one Rule 3700 submersible automatic aft in the lazarette, one Rule 2000 submersible automatic in the lazarette, one Rule 2000 submersible automatic aft in the engine room, one Rule 3700 submersible automatic in the amidships bilge and one Jabsco 3000 submersible automatic in the forward bilge that appear satisfactory and the bilge is dry. The float switch for the amidships bilge pump sticks up. There is transmission oil in the engine room bilge. The ventilation system consists of two blowers and natural ventilation and appears good. General housekeeping appears marginal. The interior of the forward cabin space has been removed and work is underway in the other cabins. The door to the starboard cabin is not installed.

Summary: Satisfactory - Marginal

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory – good and exhibit no rust, oil or coolant leaks. The starboard engine's ammeter is missing. There is corrosion on the starboard engine's heat exchanger. The starboard transmission is removed and under repair and the starboard propeller shaft is not coupled. Engine hours were not recorded. Motor mounts appear good. Cooling systems appear good. Fuel systems and components appear satisfactory – good. Exhaust systems and components appear satisfactory. Electrical systems and components appear satisfactory – good. Engine control systems appear satisfactory and shaft logs appear satisfactory. Steering control system appears satisfactory and rudder ports appear good. Propulsion components were not seen.

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There are salt crystals on the port propeller shaft seal. Generators' surfaces and motor mounts appear satisfactory. The hose connected to the starboard generator's raw water pump is cracked. The starboard generator is under repair and several components are disconnected. Generators' peripheral components and systems appear satisfactory. Port generator's (Northern Lights) set model number is 2392 – 7519 and set serial number is M423900 – HE. There was no identification information visible on the starboard generator. Waste system and components appear marginal. General service seawater systems appear satisfactory. There is corrosion on all three bait pumps in the lazarette. There was no report from the high water alarm from any sender when tested. There is corrosion on the head water supply pumps. The shower sump box is not secured amidships.

Summary: Satisfactory – Marginal

FUEL SYSTEM

There is unknown capacity in two metal tanks located forward in the lazarette and one on centerline in the engine room bilge. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears excellent. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located at the manifold forward in the engine room and appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlets and connections appear satisfactory. There is no locking ring on the shore power cord. The AC wiring and outlets appear satisfactory. The AC main feeds are protected with circuit breakers. Battery arrangement appears satisfactory. The lower batteries to starboard in the engine room are cracked. 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. There is a wire nut in use to starboard in the forward cabin space. There was no power to the ice maker in the salon. There is an outlet / switch is missing at the galley counter. There is an unsecured electrical junction box outboard of the port engine.

Summary: Satisfactory – Marginal

SAFETY AND LIFE SAVING

Vessel's portable fire extinguishers include one type A size II type B:C size I (2020) in the engine room, type A size II, type B:C size I in the port and starboard cabins (dates not seen). Vessel has no fixed fire suppression system. The vessel includes no CO alarms. The safety components include: 20 adult type II PFDs, one adult type II PFD and three throwable PFDs; distress flares with expired certification; one life raft with expired certification; no first aid kit; 80 lb. Prime Plow anchor with chain and line rode that appears satisfactory. No secondary anchor or rode was seen. Navigational and anchor lights appear satisfactory. There is no lens cover on the all-around / anchor light. A current copy of the navigation rules was not seen. Vessel has an oil and waste

placard. No waste management plan was seen. Other safety equipment includes: EPIRB (2/2020 battery expiration, no registration decal).

Summary: Satisfactory

DOCKING

The vessel was inspected at its temporary slip location. Lines condition and arrangement appears excellent. Boarding hazards appear insignificant. All entry points were found kept locked.

Summary: Excellent

ACCESSORIES

Oil placard, GFCI outlets, electrical sub panels aft in the engine room, generator instruments include volts, temperature, oil pressure and hours, Sentry 32v 30a FR serries battery charger, GE model GE20P06SAG water heater, Naiad hydraulic fin stabilizers, fuel transfer pump, fuel transfer pump, MasterVolt Chargemaster 12/25– 3 battery charger, two squid light transformers, tickler pole, tuna tower with upper helm (engine controls and steering jog stick), seat and sunshade, spotlight, hailer horn, two aft head flood lights, two radar antennas, enclosed pilothouse / flybridge, three pedestal helm chairs in pilothouse, Stephen SEA222 SSB. Datamarine Darth depth / speed log, Simrad AP25 autopilot, Lighthouse windlass control and rode counter, Danforth compass, NorthStar 6000i multifunction device, Furuno (apparently – no tag) color bottom scope, pilothouse engine instruments include digital tachometers, pyrometers, engine temperature, transmission oil and engine oil, voltmeter, tank level gauge (unmarked), rudder angle indicator, Tank Tender fuel tank level indicator, pilothouse electrical panel, Horizon Infinity vhf, Horizon CH10 hailer, smaller and larger Furuno radars (models not visible), Mastervolt 12 / 40 – 3 battery charger, air compressor, two Cruisair HVAC controls in pilothouse, pilothouse bench seat, transom bait tank, cockpit bait tank, rocket launcher rod holders, two 50A 125/250V shore power inlets, two 30A 125V shore power inlets, 50A/125/250V shore power cord, raw water washdown, fight chair, Hynautic hydraulic steering, three bait pumps, air pump, underwater lights, bilge lights, garbage placard, cockpit engine controls, cockpit live well, cockpit sink, engine room lights, Caterpillar transmissions model 7221, starboard serial number 98X343, port serial number 98X345, engine instrumentation in the engine room includes two tachometers, two engine oil pressure gauges, two transmission oil temperature gauges, two water temperature gauges, two air manifold temperature gauges, two pyrometer gauges, two engine oil pressure gauges and one ammeter, triple spreader outriggers, electronic engine controls to Glendenning servos and push/pull cables in engine room, two fuel level gauges in the engine room, tender electric-hydraulic tender davit, foredeck tender chocks, couch, Onkyo AM/FM stereo tuner, Onkyo infrared cassette tape deck, Onkyo infrared wireless remote controlled stereo amplifier, Proscan DVD player, electrical distribution panel to starboard in the salon includes branch AC and DC circuit breakers, two AC volt and ammeters, DC volt meter and DC ammeter, Chelsea barometer, U-Line icemaker, dinette, galley includes Lady Kenmore 596.8590911 refrigerator / freezer, two basin sink, GE space maker microwave with vent fan, GE four burner stove and GE oven, Panasonic TV, port cabin includes twin berths and ensuite

head, port head includes sink, electric head and shower, starboard cabin includes bunk berths and door to starboard head, starboard head includes electric head, sink and shower, opening portlights, Groco PST – 3 freshwater pressure accumulator tank

SUMMARY

The vessel is an aluminum sportfisher equipped with two diesel engines and two diesel generators. The vessel was built in the USA. The client reported that he purchased the vessel one week prior to the survey in Newport Beach, CA. The age of the machine systems is unknown. The vessel was inspected while afloat. The engines and generators 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 coastal cruising and 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

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 average sale price of similar vessels on Soldboats.com is \$171,700 and the average current listing price of similar vessels on Yachtworld.com is \$252,480. Our research did not find any similar vessels with aluminum hulls; the data from Soldboats.com is comprised of fiberglass hulled vessels. The vessel is in average condition for its age but the interior of the forward cabin has been removed, the starboard transmission is removed and the starboard generator is being worked on. The data from Soldboats.com factors 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
60	Hatteras Sportfish	1980	Mar-21 12- 8-Mar-	185,000	US\$	199,950	La Plaz, Mexico Long Beach, MS,
60	Hatteras Sportfish	1979	21	55,000	US\$	83,000	USA
60	Hatteras Sportfish		6-Mar-				Marathon, FL,
60	Convertible	1985	21 18-	195,000	US\$	229,000	USA
60	Hatteras Enclosed Bridge	1984	Dec-20 10-	170,000	US\$	199,000	Destin, FL, USA
60	Hatteras Enclosed Bridge	1979	Sep-19 13-	238,000	US\$	269,000	Seattle, WA, USA San Diego, CA,
60	Hatteras Enclosed Bridge	1982	Aug-19	250,000	US\$	275,000	USA
60	Hatteras Convertible	1985	5-Apr- 19	202,500	US\$	219,500	Pompano Beach, FL, USA
60	Hatteras		9-Jan-				Lighthouse Point,
60	Convertible/Enclosed FB	1979	19	100,000	US\$	125,000	FL, USA
60	Hatteras 60 Enclosed		19-				Dania Beach, FL,
60	Flybridge Sportfish	1980	Nov-18	105,000	US\$	135,000	USA

75	Lanphere Sport Yacht - 75	1984	4-Jun-18	165,000	US\$	200,000	Freeport, TX, USA
68	Custom Kato Yachtfisher	1981	4-May-18	65,900	US\$	89,900	Anacortes, WA, USA
61	Hatteras CPMY	1982	12-Apr-18	329,000	US\$	329,000	Newport Beach, CA, USA

Halter Sports Fish 74

Year	Length	Beam	Power	Hours	State	Price
1987	74'	19'	2 x 1100 hp	2000	Texas	\$495,000

70 ft 1987 Breaux Brothers Aluminum Sportfish

US\$249,000

Tacoma, Washington, United States

Norseman Sportfish

US\$99,900 *

65 ft / 1978

Central Square, New York, United States

Winter Harbor Marina

[Request Info](#)

Hatteras 60 Convertible

US\$249,000 *

60 ft / 1978

San Diego, California, United States

Hallmark Yachts Inc.

Hatteras Enclosed Bridge

US\$169,500 *

60 ft / 1979

Long Beach, California, United States

McClintock Yacht & Ship Brokerage

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Removed for Privacy
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Removed for Privacy
1979 Halter 65'

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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. Maintain the EPIRB per the manufacturer's recommendations and apply the registration sticker on the EPIRB.
3. Provide federally required, current and approved distress signal flares.
4. Service and prove the horn properly functional.
5. Install the lens on the all-around / anchor light.
6. Complete the repair on the starboard transmission, reconnect the propeller shaft and prove the transmission properly functional.
7. Provide a current copy of the USCG navigation rules.
8. We strongly recommend the installation of carbon monoxide and smoke alarms.
9. Display the registration decals on the hull sides.
10. Service or replace the float switch for the amidships bilge pump as it sticks up and prove it properly functional.
11. Provide a waste management plan per federal regulations.
12. The interior of the forward cabin space has been removed for work. Complete the work.
13. Replace the wire nut on the wires to starboard in the forward cabin space with crimped or butt connectors.
14. Install the missing outlet/switch at the galley counter and prove it properly functional.
15. The lower starboard batteries in the engine room are cracked. Determine the cause and address appropriately. Replace the starboard batteries and inspect and test the other batteries and replace as necessary.
16. Install a locking ring on the shore power cord.
17. Maintain the life raft per the manufacturer's recommendations.
18. Service the high water alarm and prove it properly functional.
19. The vessel has a California assigned HIN (CFZ). This indicates that vessel was "home built". As possible determine why the vessel was not assigned a HIN by Halter and address appropriately.

SECONDARY

1. Determine the significance and source of the salt crystals on the port propeller

- shaft seal and address appropriately.
2. Address the weep on the head's raw water supply through hull appropriately.
 3. Determine the significance and cause of corrosion on the raw water pumps for the heads and address appropriately.
 4. Secure the sump box.
 5. Install the door on the starboard cabin.
 6. Install the doorknob/latch on the port head's door.
 7. The vessel has a port side list. Address as necessary or desired.
 8. Address the corrosion on the bait pumps appropriately.
 9. Replace the cracked flexible seawater hose on the starboard generator.
 10. Address the corrosion on the starboard engine's heat exchanger appropriately and clean the heat exchanger to allow detection of future weeps, leaks and corrosion.
 11. Determine the cause of the salt crystals and rust on the port bait pump's seawater intake through hull, eliminate the cause, replace components as necessary and clean the through hull to allow detection of future weeps, leaks and corrosion.
 12. Replace the starboard engine's ammeter in the engine room as desired.
 13. Remove the oil from the engine room bilge, dry and clean the bilge to allow detection of future weeps or leaks and eliminate any oil leaks.
 14. The engines' exhausts hoses aft of the mufflers are cracked. Either replace the hoses or monitor and replace as necessary.
 15. Service the ice maker in the salon and prove it properly functional 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 28, 2021

By: Mr. Kells Manthei, SAMS SA

Date



June 28, 2021

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

Date