

Christian & Company

MARINE SURVEYORS

APPRAISAL

Client: Removed

Date of report: May 9, 2023

Current owner: Client

Our file #: 23 - 20148web

Location: San Diego Yacht Club

Date of inspection: July 8, 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:	West Bay Sonship	Doc. #:	Removed
Model/type:	72 Cockpit MY	Engine/MFG:	MAN
Year:	1994 (model year)	H.P. per:	820
Length:	79'	Serial numbers:	Not seen
Draft:	4' 11"		
Beam:	17' 6"	Type of instal. :	Diesel, ten cylinders,
Name:	“Removed”	Generator:	12 and 20kw Onan
HIN:	Removed	Hailing port:	San Diego, CA

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass (some teak planking) and above deck structures are constructed of molded fiberglass. Coring is Airex foam. Bulkheads are constructed of unknown material. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears marginal externally and internally. Vessel's external colors are white with a black boot stripe and black about windows. Below waterline through hull fittings appear satisfactory (not tested). The vessel is equipped with two seen /five switches for electric and electric / automatic bilge pump that appear satisfactory and the bilge is holding minimal water (and oil in engine room). The ventilation system consists of blowers and natural ventilation and appears satisfactory. General housekeeping appears satisfactory.

Summary: Marginal – Satisfactory

MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit moderate corrosion. Engine hour meters exhibit P – 3581 and S - 3563 hours. Motor mounts appear satisfactory. 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 were not inspected. Generator surfaces and motor mounts appear satisfactory (sound boxes not opened). Generators peripheral components and systems appear satisfactory. Upper – model 12.5 MDL3J and serial # C933016957, lower – model 20MDL4J and serial #E910388851. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 1600 gallon capacity in two metal tanks located outboard in engine room. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appears satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feed 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 six dry chemical portable fire extinguishers. Vessel has Fireboy halon 1301 (1999) fixed fire suppression system. The safety components include: numerous PFDs and one life ring throwable PFDs; distress flares with expired certification; 50 kg Bruce anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory. Vessel has current navigation rules. Vessel has oil and waste placards and a waste management plan. Other safety equipment includes EPIRB.

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Lines condition and arrangement appears satisfactory. Boarding hazards appear insignificant. All entry points were found locked. Other security consists of yacht club security.

Summary: Good

ACCESSORIES

Swim platform, transom door, bow plank with anchor roller, 50 amp shore power inlet, transformer, hydraulic steering (two actuators), transom shower, water pressure inlet, aft deck dining table, aft deck sink and electric Jenn-Air grill, Maxwell 3500 windlass, radar arch, flybridge bimini top, remote controlled spotlight, davit, flybridge dinette, ZF electronic engine controls with flybridge, pilothouse and aft deck stations, flybridge engine instruments include tachometers, oil pressure, temperature and transmission oil pressure, Ritchie compass, Icom IC-M424G vhf, trim tabs, Naiad fin stabilizers, hydraulic bow thruster, Simrad touchscreen multi-function device, Robertson AP20 autopilot Centrek multi device (owner's cabin), Espar diesel heater, Marine Air HVAC with control in owner's cabin, two in salon, pilothouse, port and starboard guest cabins and forward

cabin, owner's head includes vacu-flush head, sink and shower / tub, clothes washer / dryer, engine room lights, engine room sink, ZF IRM350 AL transmissions, belt driven PTOs on both engines, PYI driplless shaft seals, Daily Marine water maker, Heart Interface model EMS 2800 12 inverter, Newmar PT-80 and HDM 24 – 35 battery chargers, engine room instrument set with hour meters, Racor fuel filters, batteries outboard and between engines, Raritan water heater, sofa and table, Vizio TV, wet bar, U-line ice maker, GE dish washer, galley sink with disposal, LG refrigerator, Jenn-Air four burner electric range, Panasonic microwave oven, dinette in pilothouse with galley pass through, AC electrical distribution panel with main and branch circuit breakers, four ammeters, two volt meters and two source selector switches, ship's library, two DC electrical distribution panel includes branch circuit breakers, voltmeter and two ammeters, satellite phone, Simrad touch screen multifunction device, Furuno radar, Ritchie compass, Roberson AP20 autopilot, small Simrad multifunction device, pilothouse engine instruments include tachometer, oil pressure (engine and gear) temperature and volts, two Floscan fuel flow devices, Tank Tender system, transceiver, twin guest cabins with ensuite heads (vacu-flush heads, sinks, showers) forward head includes vacu-flush head, sink and shower enclosure, office, forward cabin has two sets of bunk berths

SUMMARY

The vessel is a composite fiberglass flybridge, cockpit, motor yacht equipped with two diesel engines and two diesel generators. The vessel was built in Delta, BC, Canada. The client reportedly purchased the vessel in 2002. She believes that the machine systems are original. The vessel was surveyed while afloat, the machine systems were not tested, no sea trial was performed and the vessel was not hauled. Miscellaneous electronic and electrical components were tested. The vessel has been upgraded with electronics, but much of the vessel appears to be original equipment. The vessel is basically structurally sound and exhibits normal age related wear typical for a vessel with no major refit. While the vessel is well built and was well equipped at the time of its construction, most systems and components are dated.

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

FAIR MARKET VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$Removed	\$Removed	N/A

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 asking prices below and we interviewed two knowledgeable brokers. The three West Bay 72 sold prices are 2004 - \$1,225,000, 2003 - \$1,100,000 and 1993 - \$780,000, the information available suggests they all are in significantly better/upgraded condition and thus the value is lower. The value assumes the normal operation of the systems (all of which were not tested). The listings are provided per the search parameters without edit, providing a good range of value for similar size and age boats, however of various quality. The West Bay is of higher quality than most of the comparable boats.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
74	West Bay Sonship 74'	1998	12-Feb-20	925,000	975,000	Bellevue, WA, USA
72	West Bay Motor Yacht	2004	18-Nov-20	1,225,000	1,395,000	Seattle, WA, USA
68	West Bay Motoryacht	2004	11-Jun-20	1,040,000	1,385,000	Lighthouse Point, FL
74	West Bay Sonship	1998	8-Feb-20	925,000	1,250,000	Bellevue, WA, USA
68	West Bay Sonship	2006	17-Dec-18	1,300,000	1,420,000	Fort Lauderdale, FL
68	West Bay Sonship	2002	18-Feb-18	1,435,000	1,595,000	Seattle, WA, USA
68	West Bay Sonship	2002	19-Nov-17	1,500,000	1,550,000	Bellevue, WA, USA
68	West Bay Sonship	2002	27-Oct-17	1,500,000	1,500,000	WA, USA
72	West Bay Sonship	2003	10-Mar-17	1,100,000	1,100,000	Fort Lauderdale, FL
68	West Bay Sonship	2006	25-Jul-16	1,450,000	1,595,000	Fort Lauderdale, FL
68	West Bay Sonship	2005	31-Mar-16	1,595,000	1,695,000	CA, USA
68	West Bay 68 PHMY	2004	9-Sep-15	1,400,000	1,595,000	Vancouver, BC, Canada

Client Removed
July 14, 2021

“Name Removed”
1994 West Bay 72 Cockpit MY

Page 6 of 13
File # 21 – 20148web

68	West Bay 68 pilothouse	2002	1-Apr-15	1,411,750	1,649,000	Bellevue, WA, USA
			26-Feb-			
68	West Bay 68 Sonship	2004	15	1,250,000	1,499,000	Naples, FL, USA
68	West Bay	2006	24-Jan-14	1,400,000	1,750,000	Fort Lauderdale, FL
68	West Bay	2002	29-Apr-13	1,450,000	1,499,000	Fort Lauderdale, FL
72	West Bay Cockpit Motoryacht	1996	13-Jul-08	780,000	895,000	Ft. Lauderdale, FL
			15-Dec-			
68	West Bay Motor Yacht	2006	07	2,650,000	3,395,000	Ft. Lauderdale Pier
			15-Dec-			
72	West Bay Motor Yacht	2006	07	2,650,000	3,399,000	Ft. Lauderdale, FL
			27-Nov-			
68	West Bay	2002	06	2,299,000	2,299,000	Merritt Island, FL, U
72	West Bay Cockpit Motoryacht	1989	1-Jun-06	1,050,000	1,075,000	Portland, OR, USA
			23-Feb-			
68	West Bay Pilothouse	2002	06	2,200,000	2,395,000	Marina del Rey, CA
68	West Bay Sonship 68	2002	2-Feb-06	2,195,000	2,329,000	Marina Del Rey, CA
68	West Bay Pilothouse Motoryacht	2004	5-Dec-05	2,695,000	2,695,000	Vancouver, BC, Car
			18-Nov-			
72	West Bay Cockpit Motoryacht	1996	05	1,300,000	1,775,000	Newport Beach/MI
68	West Bay Pilothouse Motoryacht	2002	7-Mar-05	2,400,000	2,595,000	Fort Lauderdale, FL
			24-Nov-			
70	Hatteras Cockpit Motor Yacht	1992	19	380,000	399,000	San Diego, CA, USA
70	Hatteras Sportdeck	1996	7-May-18	700,000	749,000	Cape Coral, FL, USA
68	Tollycraft Pilothouse cockpit motor yacht	1992	1-Mar-18	312,000	475,000	Fort Lauderdale, FL
68	Nordlund 68 Pilothouse	1993	24-Jun-16	835,000	874,000	Seattle, WA, USA
68	Bluewater 643 Coastal Cruiser	1996	13-Apr-16	190,000	199,900	Cincinnati, OH, USA
			12-Feb-			
72	Wendon 72 Skylounge	1996	16	617,127	661,207	Vancouver, BC, Car
72	Vitech Motor Yacht	1994	14-Oct-15	215,000	295,000	Fort Lauderdale, FL
			22-Nov-			
72	Wendon Cockpit Motoryacht	1995	13	560,944	560,223	Vancouver, BC, Car

West Bay Sonship

US\$1,195,000 *

68 ft / 2003

Fort Lauderdale, Florida, United States

Bryan Long Yachts Inc

Maiores maiores 23

[Call for Price](#)

76 ft / 1993

Campania, Italy

Yachting Life

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

Conquest Custom

US\$710,359 *

76 ft / 1993

Queensland, Australia

Northrop and Johnson (Monaco)

Canados 23m

US\$390,396 *

76 ft / 1995

Athens, Greece

YACHTILITY

Custom Italian Design Turkish Build

US\$590,326 *

76 ft / 1994

Bodrum, Turkey

Blue Oceans Yachting

Canados 75

US\$390,396 *

75 ft / 1995

ALIMOS, Greece

Parsifal Yachting SA

Ferretti Yachts 225

US\$472,025 *

75 ft / 1994

Athens , Greece

Melitas Marine Ltd

Ferretti Yachts 225

US\$472,025 *

75 ft / 1994

Greece

Melitas Marine Ltd

Raffaelli PERMARE AMC

US\$414,057 *

75 ft / 1994

Venice, Italy

Top World Yacht LLC

Falcon 92

US\$946,356 *

75 ft / 1994
Athens, Greece
Boatshed Greece

Maiora 23

US\$473,208 *

75 ft / 1994
Campania, Italy
Nautigamma Yacht Brokers

Ferretti Yachts 225 fly

US\$532,359 *

74 ft / 1994
, Greece
Alvea Yachts

Sanlorenzo 72

US\$591,509 *

74 ft / 1994
Lazio, Italy
canellayachts.com

Ferretti Yachts 225

US\$768,962 *

74 ft / 1995
Turkey, Turkey
TM Yachting

Ferretti Yachts 225

US\$437,717 *

74 ft / 1995
VOULA, Greece
G.M.C Yachts S.A

Alalunga HT7X

US\$353,723 *

73 ft / 1994
South of France, Alpes-Maritimes, France
Network Yacht Brokers (Antibes)

[Request Info](#)

Canados 24

US\$615,416 *

73 ft / 1995
Rapallo, Italy
Mortola Yacht & Ship Brokers

Canados 24

US\$615,416 *

73 ft / 1995
Italia, Italy
ALOR YACHTS

Custom-Craft 72 Displacement cruiser

US\$352,681 *

72 ft / 1994
Mugla, Turkey
Contact Turkey Brokerage

Custom 22 M

US\$385,000 *

72 ft / 1994
None, Turkey
B&C MARINE

Vitech 72 Flybridge

US\$549,900 *

72 ft / 1994
Aventura, Florida, United States
My Charter Yacht Club

Vitech 72

US\$650,000 *

72 ft / 1994
Port Dickson, Malaysia
Simpson Marine - Malaysia

Sanlorenzo san lorenzo72

US\$396,470 *

72 ft / 1995

Client Removed
July 14, 2021

“Name Removed”
1994 West Bay 72 Cockpit MY

Page 10 of 13
File # 21 – 20148web

Liguria, Italy
XBOAT headoffice

Trawler Leeraner 21.60

US\$615,416 *

71 ft / 1993
Elburg, Netherlands
Elburg Yachting BV

Moonen 68

US\$1,005,968 *

71 ft / 1995
Naples, Italy
Spice Yacht Srl

Hatteras Hatteras 70

US\$331,378 *

70 ft / 1995
Italia, Italy
MEDIA SHIP INTERNATIONAL

Princess 65

US\$294,690 *

69 ft / 1992
Corse, France
Sunbird France Mediterranee

Turquoise 21m

US\$520,737 *

69 ft / 1995
Gocek, Turkey
Sofi Yacht Charter and Brokerage

Princess 65

US\$242,509 *

68 ft / 1992
Sotogrande, Spain
Sale Pending
Princess Brokerage (Puerto Banus)

Maiora 20

US\$704,178 *

68 ft / 1993

Client Removed
July 14, 2021

"Name Removed"
1994 West Bay 72 Cockpit MY

Page 11 of 13
File # 21 – 20148web

Spain
De Valk Palma

Moonen 68

US\$1,005,968 *

68 ft / 1995
Italia, Italy
Daria Tomassetti

Ocean Alexander 68 Motoryacht

US\$880,000 *

68 ft / 1993
Miami Beach, Florida, United States
Miami Yacht Access

Astondoa 68 GLX

US\$353,723 *

68 ft / 1995
Mallorca, Spain
Ancasta Alcudia

This survey is for the express purpose of appraisal.

Client Removed
July 14, 2021

"Name Removed"
1994 West Bay 72 Cockpit MY

Page 12 of 13
File # 21 – 20148web

COMMENTS

As this report is an appraisal, it does not include recommendations. A few items of note are listed below. There are numerous color differences, rub marks and scratches on the hull sides and transom and the black accent areas above the windows are faded. The hatches are crazed, there is water damage in many places on the interior of the vessel and there is oil in the engine room bilge. There is salt and staining on through hulls to port aft in the engine room. The galley refrigerator has been replaced and the new refrigerator’s installation is not well finished. There is corrosion on the pilothouse wing doors. There is corrosion on the forward AC source selector switch, visible behind the panel. The interior finishing and upholstery exhibits age related damage.

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 9, 2023

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

Date