

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for Privacy

Date of report: May 14, 2023

Our file #: 21 - 29991

Current owner: Removed

Location: Removed

Dates of inspection: February 10, 2021
& May 05, 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:	Knight and Carver	Doc. #:	Removed
Model/type:	88 flybridge cockpit motor yacht	Engines/MFG:	Two Caterpillar 3412DI
Year:	1988	H.P. per:	1,000 @ 2,100 rpm
Length:	90 ' 6"	Serial numbers:	P - 385359
Draft:	4 ' 8 "		S - 38513598
Beam:	21.7 ' *	Type of instal. :	Diesel, 12 cylinders, dual turbos, after cooled
Name:	<i>“Removed”</i>	Generators:	One 16Kw northern lights
HIN:	Removed		Two 30Kw northern lights
* US Certificate of Documentation		Hailing port:	Penn Valley, CA

HULL & STRUCTURE

The vessel was inspected while hauled and afloat. Hull construction material is composite fiberglass. Deck is constructed of composite fiberglass and above deck structures are constructed of composite fiberglass. Coring is unknown. Bulkheads are constructed of fiberglass exterior with unknown core. Overall condition of the hull structure appears good – excellent. The vessel’s weight is unknown. Exterior rails and hardware appear good – excellent. Cosmetic condition of vessel appears excellent externally and good – excellent internally. Vessel’s external colors are white paint with a black boot stripe. Below waterline through hull fittings appear satisfactory – good. The vessel’s bilge pumps include one Rule submersible automatic aft in the engine room (size illegible), two Rule 2000 submersible automatic forward in the engine room, one Rule 2000 submersible automatic between the aft cabins, one Rule 2000 submersible automatic below the owner’s stateroom and one Rule 2000 submersible automatic by the bow thruster that appear good and the bilge is mostly dry. The ventilation system consists of two blowers and natural ventilation and appears good. General housekeeping appears excellent. The current Certificate of Documentation was not aboard during the survey.

Summary: Excellent

MACHINE SYSTEMS

Engines’ external surfaces appear satisfactory – good and exhibit no rust, oil or coolant leaks. The blue flexible hose aft on the port engine is cracked. Engine hour meters exhibit P – 10,843.4 and S – 10,807.6 hours. Motor mounts appear satisfactory. Cooling systems appear satisfactory – good. Fuel systems and components appear satisfactory. Exhaust systems and components appear satisfactory – good. Electrical systems and components appear satisfactory – good. Engine control systems appear good – excellent, and shaft logs appear satisfactory – good. Steering control system appears satisfactory and rudder ports appear satisfactory. Propulsion components appear good. Generators’ surfaces and motor mounts appear satisfactory – good. Generators’ peripheral components and systems appear satisfactory – good. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory – good.

Summary: Good

FUEL SYSTEM

There is 4,000 gallon capacity* in three tanks located forward of the engine room. Fuel tanks were not seen. The fuel fill, vent, feed and return lines and components appear satisfactory. There are clear sight tubes for the fuel tanks with cages on one side. The blue flexible hose inboard forward on the port engine is cracked. Fuel shut-off valves are located on the fuel filters and appear good.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory – good. The AC main feeds are protected with circuit breakers. Battery arrangement appears good. Batteries are equipped with disconnect switches. DC wiring appears satisfactory – good. Circuit protection for the AC and DC branch system appears good. Wire terminations and connections appear satisfactory – good. Wire organization and arrangement appears satisfactory – good.

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Vessel's portable fire extinguisher were inspected in 06/2020 unless otherwise noted and include one type B:C size I and one type A size II, type B:C size I on the engine room steps, one type A size II, type B:C size II in the port aft cabin, one type 3 – A: 46 – B:C (new 06/2020) in the starboard aft cabin, one type A size II, type B:C size I in captain's cabin, one type B:C size I (2004) in crew cabin, one type A size II, type B:C size II in the crew cabin. Vessel's fixed fire extinguishers include Kidde two-bottle clean agent fixed fire suppression system with current 06/2020 certification and Fireboy Model 15VH, Halon 1301 (inspected 06/2020) below the forward steps to the crew quarters. The safety components include: 26 adult type I PFDs, six child type I PFDs, five adult type III PFDs, one inflatable type PFD and three throwable PFDs; distress flares with current certification; two life rafts with current certification (inspection due 07/2021); suitable first aid kit; navy type bow anchor (size not seen) with chain and line rode and one Danforth type anchor (size not seen) that appear good. Navigational and anchor lights appear good. Vessel has one combination smoke / CO alarm per cabin and the alarms are interconnected. Other safety equipment includes: EPIRB (battery expiration 2028, registration not seen) with hydrostatic release (expiration 07/2021), foredeck escape hatch, high water alarm.

Summary: Good

DOCKAGE

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

Summary: Excellent

ACCESSORIES

Transom door, integral composite fiberglass swim platform, oil placard, garbage placard, waste management plan, cockpit bait tank, two LP bbq grills, cockpit shower, True TUC – 24 – HC refrigerator, cockpit sink, Fusion speakers, cockpit hydraulic capstan, plastic waste holding tank, Jabsco 82605 – 0094 freshwater wash down pump, AC and DC engine room lights, fiberglass water lift mufflers for generators, Racor fuel filters, generator instrumentation includes three oil pressure gauges, three water temperature gauges, three volt meters and three hour meters, Victron volt meters and three hour meters, Victron Energy Quattro inverter / charger, Victron Energy Centaur 12 volt / 30 amp battery charger, Blue Water Systems Explorer water maker, tank watch holding tank level monitor, PYI dripless shaft seals, Glendenning servos, opening portlights, Mach 5 AC freshwater pump, ER cameras, ProMax ECLN 40 200 water heater, ship's vacuum, Vigna water filter, two 50 amp 125 / 250 volt shore power inlets and cords, TV / phone inlet, electrical distribution panel in engine room includes main and branch AC circuit breakers, AC bolt meter, AC ammeter, AC Kw meter, hertz meter, and branch DC circuit breakers, DC volt and DC ammeter, thermometer, engine instrumentation in the engine room includes two digital tachometers, oil pressure gauges, fuel pressure gauges, pyrometers, engine oil temperature gauges, jacket water temperature gauges, manifold air temperature gauges and transmission oil pressure gauges, tool bench, Kitchen Aid trash compactor, branch AC distribution panel includes main and branch AC circuit breakers, Victron Energy Centaur 24 volt / 40 amp battery charger, Furuno 24” monitor for T2 touch system, Hoshizaki AM – 50 BAG ice maker, Weems and Plath clock and barometer, McDantim gas mixing system for kegerator, Intertek MDD175 kegerator, granite counter tops, aft deck dinette, Galley Maid windlass, two boarding gates, aft deck side doors, aft deck controls for engines and rudders, sliding door to salon, boarding steps, LG OLED tv on elevator, salon includes granite coffee table, chair, lamp, couch, granite counters, dining table with six chairs, mirror with changing LED lights, Wally Satellite receiver, stereo remote, Xbox 360 gaming console, galley includes granite counter tops with granite backsplash, ninja blender, sink Frigidaire dishwasher, Frigidaire gallery four burner electric range, overhead vent fan, Frigidaire gallery LGHD2369TF8 refrigerator / freezer, Insinkerator Badger garbage disposal and Insinkerator insta-hot water heater, Sanyo wine cooler, Furuno DFax weather fax, pilothouse dinette, LLebroc helm chair, Icom IC – M506 vhf, FLIR camera, Furuno T2T19F multi-function device with plotter / sounder / radar / AIS / camera / FLIR, Furuno T2T19F multifunction device with plotter / sounder / radar / AID / camera / FLIR, three Furuno multi-function devices with seawater temperature / apparent wind speed / GPS / SOG / digital compass, Ritchie compass, pilothouse engine instrumentation includes four pyrometers, two alternator output gauges, oil pressure gauges, transmission oil pressure gauges, water temperature pressure gauges, hour meters and digital tachometers, Fusion stereo, Sea222 55B radio, Simrad IS15 compass, Simrad AP22 autopilot, Icom command mic, generator instrumentation at pilothouse includes two hour meters, two oil pressure gauges, two water temperature gauges and two hour meters, two Standard Horizon HX890 handheld vhfs, Searocq stabilizers, AC electrical distribution panel in pilothouse includes branch ADC circuit breakers, AC volt and ammeter, DC electrical distribution panel in pilothouse includes branch DC circuit breakers, DC volt and ammeter, courtesy lights, multi-color overhead lights on aft deck,

light mast, two KVH domes, windscreen, hard top, partial flybridge enclosure, spotlight, spreader lights, flybridge includes three Furuno T2T19F multi-function devices with plotter / sounder / radar / AIS / camera / FLIR / engine instruments, Icom IC – M506 vhf, Simrad AP22 autopilot, pilothouse helm chair, Ritchie compass, Icom command mic, flybridge dinette, flybridge freezer, flybridge bench cushions, hydraulic tender davit, Sea Doo Rotax XPS jet ski, Novurania tender with HW PKD16029E607 equipped with a 60hp Yamaha gasoline outboard engine model F60TLR, serial number 6C5 L 1018597, Seakteak chairs, day head includes vacuflush head, sink and vent fan, AC sub panel in closet, at landing of aft stairs includes branch AC circuit breakers, port and starboard aft, cabins include full and twin sized berths, Samsung TVs and ensuite heads, port and starboard aft heads include sink, shower enclosure, vacuflush head and vent fan, Bose speakers, owner’s cabin includes island berth, in-counter love seat, Samsung TV, five beanbag chairs and ensuite head, owner’s head includes vacuflush head, sink and shower enclosure, Wally satellite receiver in all cabins, Bosch Axxis clothes dryer, Bosch Axxis clothes washer, captain’s cabin includes two bunk berths and Vizio TV, crew head includes sink, vent fan and vacuflush head, crew shower, two spear guns, Kenmore water heater, HVAC control in aft cabins, owner’s cabin, two in galley, in pilothouse, captain’s cabin and crew cabin, bow thruster, navigation rules, outriggers, plastic waste holding tank for crew head, nine Lumitec SeaBlaze X2 underwater lights, boarding ladder.

SUMMARY

The vessel is a custom composite fiberglass motor vessel equipped with two diesel engines and three diesel generators. The vessel was designed by Richard Reinemann. The vessel was built in San Diego, CA. The client reported that he purchased the vessel in June 2020 in San Diego, CA. The age of the engines and transmissions is unknown. The age of the generators is unknown. The client reported that since purchase, the vessel has undergone an extensive refit including: new transducers, new underwater lights, new bottom and hull paint, new gaskets on the portlights, new radar, a new electronics package for the navigation systems, new water maker, new soft goods, new kitchen appliances, the bathrooms have been upgraded, new electronic shifters for the engines, marble counters and backsplashes and a new FLIR camera system. The vessel was inspected while hauled on February 10, 2021 and while afloat on May 5, 2021. The engines were briefly test operated in the slip only, the transmissions were touched into gear and no sea trial was performed. The vessel is basically structurally sound and is suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Good – Excellent

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

\$ Removed

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 \$548,172 and the average current listing price of similar vessels on Yachtworld.com is \$1,224,097. The vessel has undergone a major refit and is in excellent condition cosmetically with an upgraded interior and a major electronics package upgrade. The Broward and Burger listed on Yachtworld.com are both aluminum hulled boats. The Westship, Palmer Johnson and Admiral Marine Westport have all had relatively recent refits. The Palmer Johnson listing states that it had an extensive mechanical / systems refit in 2015. The Admiral Marine Westport listing states that it had a refit and upgrades in 2015-2016 and further upgrades and refits in 2017. The Westship's listing states that its last refit was done in 2019. The vessel is in excellent condition for its age. The data from Soldboats.com factors in the demand and value spike attributed to Covid-19.

Length	Boat	Year	Sold Date	Sold Price	Boat Location
85	Jongert Long Range Cruiser	1986	01/2021	\$875,000	FL, USA
92	Broward Motor Yacht	1990	09/2020	\$619,500	FL, USA
88	Azimut AZ 83	1987	04/2020	\$583,032	France
85	Nordlund Pilothouse Cockpit Motoryacht	1990	10/2020	\$436,500	CA, USA
92	Cheoy Lee Motoryacht	1988	04/2021	\$400,000	MS, USA
93	Nordlund CPMY	1988	04/2020	\$375,000	CA, USA

McQueen Tri-deck

US\$823,942 *

92 ft / 1988

Vancouver, British Columbia, Canada

Freedom Marine Yacht Sales

Cheoy Lee Cockpit Motor Yacht

US\$950,000 *

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

92 ft / 1990
Paget, Bermuda
All Coast Yacht Sales

Burger Raised Pilot House

US\$749,000 *

86 ft / 1987
Fort Lauderdale, Florida, United States
26 North Yachts
[Request Info](#)

Westport Pilothouse

US\$830,000 *

85 ft / 1989
Long Beach, California, United States
Denison Yachting - Long Beach, CA
[Request Info](#)

Broward RPH

US\$549,835 *

85 ft / 1989
Pompano Beach, Florida, United States
MarineMax Yacht Center

Westship 1991

US\$1,995,000 *

96 ft / 1991
Staniel Cay, Bahamas
Merle Wood & Associates
[Request Info](#)

Custom Admiral Marine Westport

US\$1,495,000 *

95 ft / 1990
Nassau, Bahamas
Northrop & Johnson Yachts-Ships LLC

Request Info

Palmer Johnson expedition

US\$2,400,000 *

90 ft / 1992

Orange Beach, Alabama, United States

Luke Brown Yachts - Ft. Lauderdale

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

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. Install the registration sticker on the EPIRB.
2. The name and hailing port on the transom have been changed and no longer match the Certificate of Documentation. Bring aboard the current certificate of documentation per federal regulations and assure the name and hailing port match the document. The client reported that this was brought aboard shortly after the survey.

SECONDARY

1. There is rust weeping on a hose fitting above the waste tank aft of the engine room. Determine the source of the weep, eliminate the cause, replace components as necessary and clean the hoses to allow detection of future weeps or leaks. The client reported that this work has been completed since the survey.
2. The smaller blue flexible hose inboard forward of the port engine and the blue hose aft on the port engine are cracked. Either replace the hoses or monitor and replace as necessary. The client reported that these hoses have been replaced since the survey.
3. There is miscellaneous work still underway. Conclude the work and prove any systems under maintenance properly functional. The client reported that the work has been completed since the survey.
4. There is moisture and weep stains around the inboard transducer aft below the port head. Determine the source of the moisture (as possible), eliminate the source, and clean the area to allow detection of any future weeps or leaks. The client reported that this work has been completed.
5. There are clear sight tubes forward in the engine room with a cage on one side. We recommend keeping the valves closed when not sighting fuel.

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:

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

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 11, 2023

By: Mr. Kells Manthei, SAMS SA

Date



May 11, 2023

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

Date