

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: April 18, 2022

Our file #: 22 – 20423web

Current owner: Removed for privacy

Location: Removed for privacy

Date of inspection: April 15, 2022

### 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:	Skipper Liner	Doc. #:	Removed for privacy
Model/type:	Passenger Vessel	Engine/MFG:	Two Caterpillar
Year:	1999	H.P. per:	290 @ 2,800 rpm
Length:	93'	Serial numbers:	S – 01Z33488 P – 01Z33487
Draft:	4' (approximate)	Type of instal. :	Diesel, eight cylinders, turbocharged, after cooled
Beam:	20'	Generator:	70 Kw Cummins / Onan
Name:	Removed for privacy	engine model:	6BT5.9-DCM
Hailing port:	Naples, FL	genset model:	MCGDA-3381752
HIN:	none		

### HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is steel. Deck is constructed of steel and above deck structures are constructed of steel. Bulkheads are constructed of steel. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear good. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel's external colors are white with black trim and gray nonskid deck surface. Below waterline through hull fittings appear satisfactory – good. The vessel is equipped with a starboard engine driven and an AC electric bilge pumps (with intake manifold) and two Rulemate 500 automatic DC engine room bilge pumps that appear satisfactory and the bilge is holding water / fluid. The ventilation system consists of an engine room blower and natural ventilation and appears good. General housekeeping appears satisfactory – good.

**Summary: Satisfactory**

### MACHINE SYSTEMS

Engines' external surfaces appear satisfactory and exhibit no significant rust, oil or coolant leaks. Engine hour meter exhibits P – 9,172 and S – 9,220 hours. Motor mounts appear satisfactory. Cooling system appears satisfactory; work on the port engine's heat exchanger is underway. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory. Engine control system appear satisfactory, and shaft logs appear satisfactory. Steering control system appears satisfactory and rudder ports appear satisfactory. Propulsion components were not inspected. Generator's surfaces and motor mounts appear satisfactory. 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 unknown capacity in one steel tank located to starboard of center in the amidships bilge. Fuel tank surfaces, where visible, appear good, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear good. Fuel shut off valves are located on tank and appear satisfactory.

**Summary: Satisfactory**

## **ELECTRICAL SYSTEMS**

The AC shore cords, inlets and connections were not inspected. The inlet is on the starboard side of the vessel, away from the dock. The AC wiring and outlets appear satisfactory. The AC main feeds 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 Sentry type A size II type B:C size II portable fire extinguishers with annual maintenance tag dates March 2022 – one in engine room and one at lower bar. Fixed fire extinguishers include a Kidde Fenwall CO2 system in engine room with annual maintenance tag date March 2022, two seawater hose fire stations, SeaFire FD600M in bow bilge by bow thruster assembly (not maintained). The vessel includes no CO alarms. The safety components include: numerous type I PFDs, life ring with MOB strobe and two other life rings as throwable PFDs; new distress flares reportedly ordered and pending arrival; seven life floats with strobe lights; marginal first aid kit; 50 Kg anchor with chain and line rode that appears marginal. 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 stability letter (9/21/2011), highwater alarm, bilge and engine water flow alarm panel, EPIRB with 5/2023 battery and expired registration.

**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 are reportedly kept locked. Other security consists of crew.

**Summary: Satisfactory – Good**

## **ACCESSORIES**

Engine room lights, oil placard, ZF Micro Commander electronic engine controls with servos and push / pull cables in engine room, ZF IRM 220A-1 transmissions, sea chest with steel tubes and reinforced hoses for seawater, internal sea strainers, Racor fuel filters, oil change system, generator mounted instruments, include oil, temperature, volt and hour meter (6,522 hours at generator and 7,999 hours on pilothouse meter), pilothouse generator instruments include volts, temperature, oil, hour meter, rpm, AC amps and AC volts, starboard side and stern cameras, search lights, pilothouse engine instruments include tachometers with hour meters, Garmin GPSMAP 185 sounder, Wagner rudder angle indicator, President LTD 260 fathometer, fuel level gauge, Raytheon RL70 pathfinder radar, Uniden UM380 and Icom IC-M59 vhf, radios, intercom, PA system, garbage placard, spotlight, three windshield wipers, helm chair, TV, tables, HVAC system, upper deck bar with oven warmer and refrigerator, flybridge battery and Charles 5000 series battery charger (40amp), flybridge electrical sub panel, two rooftop HVAC units, water heater, hydraulic steering with single actuator and one station, steel holding tank, single and double heads (aft on main deck), main electrical distribution panels aft on main deck, Charles 5000 series battery charger (24 volt), GFCI outlets, True model T-23 refrigerator, Bunn CW series coffee maker, Wells two burner electric stove, Black and Decker microwave oven, 3 basin stainless steel sink with garbage disposal and adjacent sink, Jet-Tech F-18DP dishwasher, True model TVC-27F portable refrigerator, commercial cook and hold portable oven (tag not seen), three stainless steel tanks plumbed as one, Red Lion AC electric freshwater pump, Shurflo DC 2088-523-25V freshwater pump with pressure accumulator tank, air compressor with pressure accumulator tank, Algae SEE dynamic fuel / water separator, lower bar has beverage dispenser with ice bin and two sinks, True model TDD-3CT refrigerator, intercom bow thruster is a Yanmar engine with sail drive – abandoned

## SUMMARY

The vessel is a steel passenger carrying vessel equipped with two diesel engines and a diesel generator and the machine systems are original. The vessel is a two deck passenger vessel, most of the passenger area is internal on the two decks and the pilothouse is above the second deck forward. The vessel was inspected in its slip. Both engines and the generator were briefly test operated, many of the components were tested including the AC fire / bilge pump, navigational electronics, lights and outlets. The vessel appears basically structurally sound, the engines started and ran as designed and most components functioned normally. Some work is in progress.

The captain reports that the vessel lost its Certificate of Inspection during Covid, the client reports that he purchased the vessel from an estate. The captain is servicing components and preparing the vessel for a U.S. Coast Guard inspection both in and out of the water with the intention of reinstating the Certificate of Inspection. The vessel was not hauled for survey and no sea trial was performed.

Upon completion of the recommendations and reinstatement of the COI, the vessel should be suitable for its intended purpose as a passenger carrying vessel, most appropriately in protected waters.

### **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**

XXX

**NEW REPLACEMENT  
VALUE**

XXX

**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 listing prices below and our in-house data base. The COI is expired and the value reflects that, the value will increase when the COI is obtained and this value assumes that the COI is attainable with minor to moderate improvements and financial investment. The vessel below "Chrysalis" is a 2005 Skipperliner of comparable size and passenger capacity, with a current COI and it is asking \$1,500,000. Though Skipperliner made many passenger vessels, the available sales data is scarce.

**Pinnacle Marine listing, asking \$1,500,000 vessel north of Seattle, WA COI current**

<b>Name</b>	Chrysalis
<b>Style</b>	Yacht
<b>Builder</b>	Skipperliner Industries, Inc.
<b>Architect</b>	Timothy Graul
<b>Hull</b>	Displacement
<b>USCG Certified</b>	Yes
<b>USCG Dry Dock</b>	May 2023
<b>Passenger Capacity</b>	146
<b>Gross Tonnage</b>	
<b>Net Tonnage</b>	46
<b>Speed (approx.)</b>	Cruising: 7 knots @ 1,400 RPM

<b>Built</b>	Maximum: 9 knots @ 2,200 RPM 2005
<b>LOA</b>	96'
<b>LWL</b>	82.2'
<b>Beam</b>	20"
<b>Hull Depth</b>	6'
<b>Pinnacle Marine sale, reported listing price \$2,600,000</b>	
<b>Name</b>	Lady of the Lake
<b>Style</b>	Yacht
<b>Builder</b>	Skipperliner Industries, Inc.
<b>Architect</b>	
<b>Hull</b>	Displacement
<b>USCG Certified</b>	Yes
<b>USCG Dry Dock</b>	August 2021
<b>Passenger Capacity</b>	150
<b>Gross Tonnage</b>	96
<b>Net Tonnage</b>	65
<b>Speed (approx.)</b>	Cruising 7 knots @ 1,400 RPM Maximum: 12 knots @2,200 RPM
<b>Built</b>	2011
<b>LOA</b>	105'
<b>LWL</b>	95.3'
<b>Beam</b>	24'

<b>Hull Depth</b>	6'
<b>Freeboard</b>	
<b>Draft</b>	Water 4'3", Air Draft 30'
<b>Displacement</b>	118.13 long tons
<b>U.S.C.G. Official Number</b>	1221231
<b>Route Certification</b>	Lakes, Bays and Sounds
<b>Hull Material</b>	Steel
<b>Deckhouse Material</b>	Steel

## 1995 Skipperliner 134 Passenger Yacht 80' \$329,000

[\\$2,169/month Payment Calculator](#)

Lake Murray, SC 29070

[Sell a boat like this](#)

### DETAILS

Year

1995

Make

Skipperliner

Model

134 Passenger Yacht

Class

Passenger

Length

80'

Fuel Type

Diesel

Location

Lake Murray, SC 29070

**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)



Hull Material

Steel

Hull Shape

Other

### DESCRIPTION

#### 1995 Skipperliner 134 Passenger Yacht

The Spirit of Lake Murray was purchased in the summer of 2008 by Ken & Laura Colton from a high-end hotel in Jacksonville, FL. The Coltons transported the vessel up the ICW to the Copper River in Charleston, SC where the vessel was removed from the water and transported on the road to Lake Murray, SC. The Coltons modernized the vessel and made improvements that enhanced the atmosphere and service onboard the yacht. The Spirit of Lake Murray Dinner Cruise Yacht opened for business in 2009 and served clients for a decade. The Spirit of Lake Murray was a Coast Guard inspected vessel used for private and public events. Once a year the Coast Guard would visit Lake Murray and hold an annual inspection of the vessel. In 2014, the Spirit was removed from the water and went through a Dry Dock inspection where ~50% of the hull was replaced with new steel. The vessel was put back in the water and operated until 2019 hosting ~200 events per year. In 2018, the Spirit had ~11,000 passengers onboard. In 2019, the yacht did not pass the rigorous inspection by the United States Coast Guard. At that time, the vessel stopped hosting large chartered events for hire.

**Since 2019, the Spirit has continued to be used as a personal recreational yacht by the owners. The vessel is fully operational for personal and recreational use.** The vessel is also currently approved for small group charters(6) for hire, under an uninspected program. The yacht is currently used for family functions and entertaining friends and clients. The yacht does not currently carry a COI(certificate of inspection by the USCG), so she is not currently able to be used for hire to carry large groups.

**90 ft 1993 Freeport 150 Passenger, ISLAND TIME**

**\$540,000**

**Bucksport, South Carolina, United States**

Contact

Print Listing

Email Listing

•  
•

View 1 Photo

**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)

## Listing Information

Listing Type:

**Central/Exclusive**

Co-op Type:

**Available for co-brokerage**

YW#:

**3873284**

IMT ID:

**8010202**

Company:

**United Yacht Sales - South Carolina / North Carolina Area**

Contact:

**John Douglas**

Office Phone:

[Click to Reveal](#)

Mobile Phone:

[Click to Reveal](#)

**Active:**

**440 Days**

**Listed Date:**

**June 11, 2020**

**Sold Date:**

**August 25, 2021**

**Listed Price:**

**\$849,000**

**Sold Price:**

**\$540,000**

**Price Source:**

**Self-Reported**

## Boat Details

Make:

**Freeport**

Model:

**150 Passenger**

Year:

**1993**

Length:

**90 ft**

Condition:

**Used**

Class:

**Commercial Boat**

Hull Material:

**Steel**

Beam:

**26 ft**

Boat Location:

**Bucksport, SC, USA**

Name:

**ISLAND TIME**

## 1989 Dmr Yachts Passenger

60'

\$449,000

[\\$2,961/month Payment Calculator](#)

Annapolis, MD 21401

### [Sell a boat like this](#)

#### DETAILS

Year

1989

Make

Dmr Yachts

Model

Passenger

Class

Passenger

Length

60'

Fuel Type

Diesel

Location

Annapolis, MD 21401

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.

**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)**

1972 85' Custom 85' Hammarstrom ask \$355,600

- Barnegat Light, New Jersey
- Custom **Boats For Sale**/ Passenger wood boat
- Volvo Penta TAMD163P / 17000 hrs

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. Assure the vessel has all legally required carriage items, the captain reports that current distress signal flares have been ordered (and have not yet arrived) and a new Certificate of Documentation has been ordered.
2. Maintain the EPIRB appropriately, the battery is current but the registration is expired.
3. The HIN was not seen on the transom, assure the HIN is displayed per federal regulations.
4. Service and prove all engine room lights properly functional, several were out and the engine room was dim. We encourage installation of both AC and DC lights.
5. Replace all wing nuts used at battery terminals with steel nuts and lock washers. Comply with ABYC recommendations. Assure the batteries are properly secure, most of the batteries are smaller than their boxes with no additional means to secure them in the boxes.
6. The starboard engine has a section of deformed flexible exhaust hose, replace this hose, assure that the replacement hose is of a suitable type and there is no existing cause for this deformation.
7. One of the three fixed CO2 bottles for the engine room's automatic fire suppression system does not have a regulator, and is not connected to the other two as they are connected to each other, consult with a qualified technician to determine the significance and address if necessary.
8. The radar did not power up, service and prove the radar properly functional.
9. The captain reports that new lights for the life floats have been ordered and are pending arrival, assure that the lights are properly functional and attach the lights to the floats.
10. There was no power to the outlets in the galley including a GFCI outlet. The outlet would trip and reset with its own buttons, but had not power, service or replace the outlets and prove them properly functional.
11. There is an extension cord by an outlet to port on the aft deck, the outlet does not have power and the extension cord is apparently run to this location as a power source. Remove the extension cord and if power is desired at this outlet provide power per industry standards and comply with ABYC recommendations.

## SECONDARY

1. The vessel was inspected with the port side to the dock, the starboard side and transom were not inspected. There are corrosion and paint issues on the port side, more significantly amidship at the bottom of the upper deck enclosure panel. Address the corrosion and paint as necessary.
2. Work was underway to the port engine's heat exchanger, a fuel filter had to be removed (to remove the heat exchanger) and a diesel odor was noted in the bilge. Complete the repair, test and prove the engine properly functional, eliminate the diesel odor.
3. We did not inspect the shore power inlet or the cord as it is on the starboard side and the port side was towards the dock. Inspect the shore power inlet and cord and address any damage. Typically shore power cords and inlets exhibit heat or corrosion damage.
4. The HVAC's sea strainer is blooming, there are stains around the sea strainer and the captain reports the seawater pump leaks water. Service and prove the seawater pump properly functional, eliminate the leak. Service the sea strainer, clean the strainer and around the strainer to allow detection of any future weeps or leaks. We did not test the HVAC system.
5. The garbage disposal is seized, service as desired.
6. The generator's water flow indicator light is inoperative, service and prove it properly functional. We did not test the audible function of the highwater alarm due to work going with the engines and the engines' water flow alarms sounding continuously when not muted.
7. There are many screws protruding through the main deck to the bilge spaces, we recommend removing these sharp points which present a minor personal injury risk, the risk is small but the personal injury may not be.
8. The vessel is equipped with a Yanmar engine and a sail drive as a bow thruster. The captain stated that the system was abandoned several years ago, the exhaust hose is disconnected, the fuel supply line is disconnected and the battery has been removed. We encourage installation of a wooden plug or a welded cap for the exhaust discharge fitting if the bow thruster is not to be returned to service. Returning the bow thruster to service would add a significant amount of control to the vessel.
9. There was water and corrosion by the starboard propeller shaft seal and fluid in the engine room. The captain stated that the engine room bilge is normally dry but ongoing work has caused this condition. The corrosion by the starboard propeller shaft seal has likely accumulated over time. Remove the water and staining from the engine room bilge, inspect and service as necessary, eliminate any source of water or fluid, clean and paint the bilge to allow detection of any future weeps or leaks. There is moisture and staining below the port engine as well.
10. We did not engage transmissions, load the generator, energize the Rulemate bilge pumps, take a sea trial, haul the vessel, test the HVAC system, intercom, PA or galley equipment.

**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.



April 18, 2022

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

Date