

# **Christian & Company**

## **MARINE SURVEYORS**

### **STANDARD SURVEY**

Client: Removed for privacy

Date of report: February 15, 2021

Current owner: Removed for privacy

Our file #: 21 – 29983web

This inspection was performed upon the request of the client listed above on February 8, 2021 while the vessel was afloat at XXX West Coast Highway, Newport Beach, CA and XXX attended. XXX briefly attended.

### **Scope of Services**

The vessel was examined by 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.

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## VESSEL DESCRIPTION

Builder:	Skipperliner	Doc. #:	Removed for privacy
Model/type:	Passenger dinner / event	HIN:	None IMO #: Removed
Year:	2003 *	Engines:	Two Caterpillar
Length:	107.3' * / 135' (reported loa)	Name:	Removed for privacy
Depth:	6.0' *	Hailing port:	Newport Beach, CA
Breadth:	24' *	Weight:	unknown
* U.S. Certificate of Documentation		Displacement:	unknown

## HULL & STRUCTURE

Keel & bottom: Steel construction material, not inspected

Topsides & transom: Steel construction material, white paint finish, rub rails, grabrails

Decks & superstructure: Steel construction material, nonskid paint on exterior decks, gray on lower deck and beige on upper deck

Deck hardware: Two sets of stern cleats, two sets of bow cleats, foredeck bulwarks, two forward wing boarding gates, aft deck safety rails, two sets of side cleats, upper deck bulwarks

Longitudinals/stringers: Steel longitudinals

Athwartships/bulkheads/frames: Steel athwartships, steel bulkheads

Layout/interior components: Upper deck is open with access via two spiral steps aft, next deck down is mostly open upper entertainment space covered forward with side flexible enclosure panels aft, access via spiral steps aft and stairs to port forward, forward on upper enclosed deck is bar, forward of bar is bridal suite with small head to port and pilothouse forward, lower / main deck is large open entertainment space, it has platform aft with bases of both spiral steps, entry door on centerline, large heads on either side aft, split galley forward of heads, engine room below galleys with sole hatch access via starboard head, bar forward on main deck, door to foredeck to starboard forward and interior steps to upper deck to port aft of bar

Bilge: Holding minimal water in the engine room, dry and clean elsewhere

**Comments:** The vessel was inspected while afloat in its slip. The hull bottom was not inspected. The hull sides and transom were visually inspected as possible in the slip; the vessel was not moved, limiting the inspection. There is no known HIN. The vessel's bow sticks out beyond the slip and the aft boarding platform is tight up against the dock. There are visual anomalies on both hull sides including “bumps” along the bottom of the exterior side panels for the upper deck. There is corrosion concentrated in areas on the bottom edge of these panels. There are miscellaneous rust stains on the hulls sides and

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superstructure, including on the grab rail. The deck and superstructure were visually inspected. The deck and superstructure are in good structural and satisfactory condition. There are areas of rust and “patches” on the aft deck, primarily on the edges and below the lockers. Overall the exterior paint is satisfactory for a “commercial application”; it is not “yacht quality”. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition. The structural reinforcements including the longitudinals, athwartships and bulkheads were visually inspected. The structural reinforcements appear to be in “as-built” condition. There are thousands of screws sticking through the deck, as visible from the bilge. The bilge is holding minimal water in the engine room. The caretaker stated that this was a spill (not a leak) in this area and has not been cleaned. The interior cabin spaces are neat, clean and orderly. The helm chair is not secured. The floor cover is loose in the upper event room, more significantly aft where it is likely exposed to weather. The beverage dispenser at the lower bar has a leak, leaving sticky residue. The interior of the vessel is in satisfactory cosmetic condition.

**Summary: Satisfactory****MACHINE SYSTEMS**

Main engines: Two Caterpillar 3406, 480 h.p. at 2100 rpm

Engine application: Diesel, six-cylinders, turbocharged, aftercooled, hours on pilothouse meters starboard 7873 and port 7850

Serial numbers: port: 4TB08283, starboard: 4TB08282

Transmissions: ZF transmission, model ZF325-1A, ratio 2.417, starboard serial number 20034012, port serial number 20034013

External/peripherals: Suitable application, satisfactory installation, remote heat exchangers

Engine controls: ZF electronic controls to servos to push – pull cables, control stations in pilothouse, two interior forward wing stations and one exterior aft station on centerline on upper deck

Exhaust systems: Wet system, reinforced flexible hoses, fiberglass tubes, fiberglass lift mufflers, port hull side discharges

Propulsion gear/shaft logs: PSS dripless shaft seals, 3” diameter stainless steel propeller shafts, below water components not inspected

Steering system/rudder ports: Wagner hydraulic steering, single actuator, tie bar, steel rudder tubes, unknown type seals, below waterline components not inspected, pilothouse helm has steering wheel and jog stick, wing and aft stations have jog sticks, all stations have rudder angle indicators

Ventilation: One blower and natural

Generator: Two 60.3 kw Onan model MCGDB-5628840, port serial number: H030537693, starboard serial number: H030537692, fiberglass water lift mufflers

External/peripherals: Suitable application, satisfactory installation, PTO on port generator, hours per meters starboard 2107 and port 4840

Through hulls & components: Sea chest center in engine room (for machine systems), sea chest port forward in engine room (for fire pump), steel sea chests, bronze ball valves, waste discharge through hull aft, two through hulls to port in water tank bilge (for HVAC system)

Seawater systems: Steel pipes, reinforced flexible hoses, double clamped connections

Bilge pumps: AC bilge pump to port forward in engine room, emergency bilge pump on starboard engine

**Comments:** The engines and transmissions were visually inspected and tested in the slip only (engines run and transmissions engaged). This survey is not a mechanical survey; please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. There is corrosion forward on the starboard engine's transmission oil cooler. There is rust weeping onto the belt cover for the starboard engine. The painted white hose on the starboard engine's seawater pump appears to be aged and cracking. There is rust weeping inboard on the port engine's heat exchanger at a hose connection. The transmission oil cooler is the last in line for seawater. There is corrosion and oil forward on the port engine. There is black soot about the port engine's starter. A hose to the starboard engine's seawater pump is cracked. A metal pipe in the port engine's seawater intake system is heavily rusted. A flexible hose connected to the starboard engine air-filter is cracked. There is corrosion about the port engine's seawater pump. There is corrosion on a pipe forward and above the port engine (apparently the air bleed for a sea chest). There is corrosion on the starboard engine's cooler. The upper of two flexible hoses connected to the port engine's seawater pump is “shiny” and brittle. All four engine controls were tested and functioned normally (in forward, reverse and neutral throttle up). The exhaust system is properly arranged and installed. One of the starboard engine's exhaust hoses is cracked. There are salt crystals weeping from a hose connection on the port engine exhaust at the muffler. The propulsion components were not inspected below the waterline. There are weep stains below the port propeller shaft seal. We did not observe the propeller shafts turning. The steering system was visually inspected and test operated. The steering system functioned normally. The steering system made a noise near the rudders. The noise appears to come from the port rudder. The steering turned to “20” to port and to “30” to starboard per all the rudder angle indicators. There are weep stains about the port rudder tube. The engine room blower was energized. The generators were visually inspected, test operated and loaded. The generators functioned normally. A flexible hose to the starboard generator's seawater pump has a crack. There appears to be higher smoke opacity (black) when the port generator was started compared to the starboard. There is corrosion on both generators' heat exchangers. The hose to the port generator's raw water pump is cracked and pinched. The through hulls were visually inspected and the valves were manipulated. The

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through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. We did not test operate the bilge (fire) pump or system(s). The electric bilge pumps were energized manually. A float switch is inverted in the bilge near the bow thruster. There is rust weeping on a metal elbow on the hydraulic fluid reservoir to port in the engine room. There are corrosion spots on a pipe above the bilge / fire pump, to port forward in the engine room.

**Summary: Satisfactory - Good**

### **TANKAGE**

Fuel: One apparently integral steel tank in amidships bilge, 1,200 gallon reported capacity

Fill & vent: One deck fill fitting per side forward of amidships, fill and vent lines not seen

Feed & return: USCG type A1 hoses, dates not seen

Water: One deck fill fitting per side aft of amidships, aluminum tank in center bilge, 400 gallon reported capacity

Holding: Two pump out fittings per side, forward and aft, one aluminum tank in lazarette, aluminum tank forward, unknown capacity

**Comments:** The fuel system including the tank, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. There is debris in the Racor fuel filter bowls, more significantly in the port engine's filter. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. The DC water pump was not tested. Accuracy of tank level gauges is beyond the scope of this survey. There are two patches on the aft holding tank, with weld anomalies visible on the patches. There is corrosion / salt on the bridal sink drain pipes, below the sink. The center women's head did not flush properly. There is corrosion on a seawater pump fitting to port aft in the water tank bilge space. The tank's deck fittings have various caps and fixtures.

**Summary: Satisfactory - Good**

### **ELECTRICAL SYSTEMS**

AC system: Two 100 amp shore power inlets (one per side), 100 amp shore power cord, 208 / 120 volt system

DC system: Deka 908DFT 12 V wet cell battery in secure and covered plastic box below pilothouse helm, 12 and 24 volt system, two West Marine 15020266 12 volt AGM batteries starboard aft in engine room in secured covered boxes, two West Marine 15020266 12 volt AGM batteries center forward in engine room in secured covered boxes, two West Marine 15020266 12 volt AGM batteries port aft in engine room in

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secured covered boxes, battery switch at each battery box

Wiring: Multi-strand wires, most are run-in metal trays

Circuit protection: Two pilothouse AC distribution panels, GFCI circuit breakers and outlets, primary distribution panel to starboard aft on lower deck includes main and branch AC circuit breakers, branch DC circuit breakers, branch DC circuit breakers

**Comments:** The electrical system including the shore power cord, shore power inlets, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory - good condition. The condition and age of the batteries is beyond the scope of this inspection. There are “ny-loc” nuts used on one terminal of each battery in the engine room. The arrow on the bottom of the oven’s temperature control is faded. The light in the upper oven inoperative. One of the arrows on the flat top control is missing. The camera system is inoperative. The water maker is inoperative. The screen on the autopilot is cracked. The fish finder is not properly functional on the Furuno Nav-Net multifunction device. There is no position or time data in the vhf radios and there was no response on channel 27. Both vhf radios received other transmissions during the survey. There are minor electrical deficiencies below the pilothouse helm, including wire nuts used at electrical wire connections, loose fuses and exposed small conductors. The pilothouse distribution panel A cover will not close properly. Two overhead lights in the pilothouse are inoperative. One sidelight to port in the upper entertainment area is inoperative. The flybridge courtesy lights are inoperative and the foredeck courtesy lights were not tested. Several engine room lights are inoperative. A light is inoperative in the water tank bilge space. A cover is missing from one floor AC electrical outlet in the center of the aft upper entertainment room. The HVAC unit in the bridal suite did not get warm. We did not access any of the HVAC components or get into the overhead spaces in of the vessel. One of the port foredeck outlets and an interior outlet adjacent had improper polarity and an open ground. There was no power to the “extension cord” outlets on the foredeck. The AC outlets in the galley do not have GFCI protection.

**Summary: Satisfactory**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers: Two type A size II type B:C size I maintenance date per tags 10/2020, seven type A size II type B:C size II maintenance date per tags 10/2020

Fixed fire system: Fire hose stations to starboard aft in upper entertainment room, to starboard aft on main deck and to port forward on interior of main deck, three CO2 tanks center aft in engine room inspected 10/2020, one Kitchen Knight II PCL-300 agent in port galley (no tag)

Flotation devices: Life ring with strobe light, two life rings, numerous type I adult and child PFDs, seven life floats with lights

Horn/distress flares: Eight handheld red flares expire in May and June 2022, six orange smoke flares expire May 2020



Navigational/anchor lights: All around / anchor light, separate side lights, masthead / steaming light, stern light

Anchor & ground tackle: 110 Kg Bruce anchor, chain rode

Other equipment: Ship's bell, first-aid kit, fire axe, EPIRB with 03/2023 battery date and current hydrostatic release, fire alarm light in engine room

**Comments:** Safety equipment for firefighting protection appears satisfactory. Personal flotation devices appear suitable for near coastal use. We did not carefully inspect all PFDs. The horn functioned from all stations. The vessel has appropriate carriage items including waste and oil placards, navigation rules, coast pilot and light list. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The anchor rollers do not roll. The vessel has no secondary anchor, but the anchor system is not normally in use, thus the anchor serves as an emergency anchor. The entire length of the anchor rode was not inspected and should be inspected prior to use. The strobe light on the starboard aft life float did not illuminate. The compass is inaccurate. The ship's bell is not assembled or mounted. The markings on the bilge / fire system to port forward in the engine room are not permanent. We did not test the bilge or fire pumping systems. We tested the highwater alarm only from the engine room cinder.

**Summary: Satisfactory - Good**

## ACCESSORIES

Television, three walkie-talkies, navigation rules, coast pilot, light list, pilothouse helm includes generator panel with two sets of tachometers, ammeters, AC voltmeters, hours, DC voltmeter, temperature and oil pressure, Voyager camera monitor, Village Marine Tec water maker controller, Dirigo compass, engine instrumentation includes tachometer with digital hour meters, engine and oil pressure, volts and temperature, searchlight, fuel level gauge, Wagner rudder angle indicator, Uniden QT-206 digital fathometer, Murphy bilge alarm system, three Wynn series 800 windshield wipers, Simrad AP50 autopilot, Furuno GP-80 GPS Navigator, Furuno Navnet RDP-139 multifunction device with radar / plotter / sounder, Icom IC-M602 vhf, Icom IC-M604 vhf, intercom helm chair, folding tables, Lewco FS1280A battery charger (pilothouse), HVAC system with controls in pilothouse, bridal suite, two in upper event room, one per lower head, one per galley and two in lower event room, S-zone PA system, QSCPLD 4.2 processing amplifier, Yamaha CDC-685 CD player, Sony CDP-CD375 CD player, bridal suite with head, sink hand dryer and exhaust fan, two food storage heating and transport boxes, several AC electric multi-outlet strips, numerous chairs, strip lights, upper deck arch, exterior wicker deck furniture, antenna mast, flybridge courtesy lights, audible engine alarms, men's head with three urinals, enclosed head, two sinks and hand dryer, women's head includes three heads, two sinks and hand dryer, electric / automatic door on lower deck aft, ground detection system, Daewoo Sojin piano, internal sea strainers, oil placard, CO placard, generator instrumentation includes one hour meter, one voltmeter, one water temperature gauge and one oil pressure gauge per generator, Racor fuel filters for generators, Reverso oil change pump, AC engine room lights, hydraulic PTO on port

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generator, two ZF micro-commander servos, waste management plan, starboard galley room includes Hobart single rack dishwasher, triple sink, EcoLab Vanguard Dry Max and Eco Center dishwasher controls, stainless-steel prep table, True TM-52 standing refrigerator, intercom, port galley includes two stainless-steel prep tables, Bunn UPS series industrial coffeemaker, Amana commercial microwave, heat lamp for food, Vulcan VC4ED-9 double convection oven, Vulcan holding and transport system food “hot box”, hood vents, Vulcan HEC 24R flat top grill, True TM-52 standing refrigerator, True TM-24F standing freezer, intercom, three Tankwatch 4 tank level gauges (freshwater, forward holding tank, aft holding tank), six self-heating electric chafing dishes/soup warmers, lower deck furniture including chairs and tables, Bradford White model MII80-12-35F-16 water heater, Shurflo 2088-742-244 DC freshwater pressure pump, Red Lion 1 h.p. AC freshwater pressure pump and pressure accumulator tank, one spare propeller and one spare propeller shaft, Manitowoc Q27 icemaker, bar sinks with two beverage dispensers, Jet-Tech F-16 DP dishwasher, two beverage refrigerators, Bradford white model MI4066DS13 water heater, air-compressor, waste transfer pump, Lewmar 3000 hydraulic windlass, anchor rollers, two sets of spiral stairs

### SUMMARY

The vessel is a steel passenger carrying vessel currently configured for dinners / events. The owner’s representative stated the machine systems are all original. The vessel was last hauled for service in February 2020 at Marine Group Boat Works, National City, CA. The vessel was recently hauled at Gambol Enterprises, Long Beach, CA where an ultrasonic test of the bottom plate was performed. The vessel was actively used until March 2020, when Covid-19 interrupted its use. The vessel reportedly is attended every other week, and the machine systems are operated. The vessel has a U.S. Certificate of Inspection which expires June 17, 2024 allowing 140 passengers on lakes, bays and sounds plus limited coastwise endorsement. The vessel was built in La Crosse, WI. The vessel was not taken on a sea trial or hauled for survey, components which are normally tested and inspected during those processes are assumed to be properly functional and without significant deficiencies. The vessel appears well-suited for its intended purpose as a passenger carrying dinner / event vessel.

The website shipbuildinghistory.com lists this vessel as Skipperliner HIN 1002, built in 2004 and 127’.

### Overall Summary: Satisfactory - Good

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.



**VALUES****ACTUAL CASH VALUE**

Removed

**NEW REPLACEMENT  
VALUE**

Removed

**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 appraisal of this vessel is complicated by the lack of available known sale prices for comparable vessels. We based the value on the data below and our company data base. The value is for the vessel only, no business or no slip availability, though the value is subject to change for as a result of those factors, they are beyond the scope of this survey. The value assumes that the vessel can be returned to use but it does include our opinion of the value in the current market, which is negatively influenced by Covid-19.

***Pinnacle Marine site***

***Commodore Hornblower 1965 80' x 19' 105 passenger – asking \$199,000***

***Capt. Matthew Flanders 1984 42.28m x 10.67m 587 passengers – asking \$899,000 (Canada)***

***Ocean Marine listing file # 9975***

***1978 110' x 21' 150 passenger aluminum three engines, asking \$1,495,000, broker believes value is half of listing price***

***180 Passenger Dinner Yacht*****Year:**

1991

**Length:**

125'

**Engine/Fuel Type:**

Twin / diesel

**Located In:**

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Leonardo, NJ

**Hull Material:**

Steel

**YW#:**

54449-3221652

**Current Price:**

US\$ 1,450,000

**Major price reduction of \$500,000. Owner wants her sold now.**

Price just reduced. Currently in full operation and booking cruises, you will be hard pressed to name a celebrity that has not been on this 125' Custom Dinner Yacht with all her lavish details and accommodations.

**NOW OFFERING PRIVATE CHARTERS FOR 30 PEOPLE OR LESS**

**Offered at \$1,000,000 below appraised value**

PLEASE CONTACT US FOR MORE INFORMATION.

**SELLER FINANCING AVAILABLE**

**SELLER WILL FINANCE FOR 5 YEARS WITH \$350,000 DOWN AND \$20,000 PER MONTH WITH NO INTEREST.**

**LEASING AVAILABLE**

The vessel is arranged with passenger boarding on the main deck amidships port and starboard side or by custom electric folding gangplank from 2nd deck, port side. The main deck is arranged with a stage for a band forward of dining area. Dining seating is for up to 180 guests. Center of dining area is a buffet area with an electric five well warmer station. The Bridal Suite is forward below decks and the galley is amidships below decks. Stairways between the main and 01 decks are on port and starboard aft of amidships. A second dining room is fully aft. The 01 deck is arranged with the head fully forward, lounge type seating and the beverage bar fully aft. The fore and aft deck on the 01 deck offers open air space for passengers as does the upper deck.

- Business is currently active and fully operational
- Current Survey Available
- Boat only for sale not the business
- Financing Available

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- This Yacht is in excellent condition
- She offers a sleek style and wonderful viewing for passengers
- USCG Certified
- Route Certified: Rivers
- Passenger Capacity: 180
- Dining Capacity: 180
- Deckhouse Material: Aluminum
- Draft Air 36' 2"
- New Starboard Engine with 0 hours. (Long block rebuild) 2020
- New Generators 2018

**Coast Guard Certified****Year:**

1999

**Length:**

120'

**Engine/Fuel Type:**

Twin / diesel

**Located In:**

Newport Beach, CA

**Hull Material:**

Steel

**YW#:**

1480-3752415

**Current Price:**

US\$ 2,495,000

Eternity, The Ultimate Event , Dinner, Wedding, Party Vessel with three usable entertainment decks, plus a outdoor , smokeing,Patio deck. Way under price, currently Certified for 300 passenger, previously Cerified for more. Mulible staircases and a abundance of glass, Lavisly Furnished, commerical kitchen below decks and plenty of storage, this vessel is for a operator that wants to offer there client the best venue available Offered singularly or as a member of the Electra Fleet is turn-key with all items needed to operate imedatly. Vesell needs to be relocated and is not in service currently.

Representation you can trust. Better Business Bureau 'A' Rating

A appointment is a must as this is a HLS vessel.

Please contact Art Brooks at 714-272-6900

**Year:**

1977

**Length:**

110'

**Engine/Fuel Type:**

Twin / diesel

**Located In:**

Paget, Bermuda

**Hull Material:**

Fiberglass

**YW#:**

82080-3648262

**Current Price:**

US\$ 950,000 Tax Paid

Lady Tamara is a beautiful 110' Crew Boat Conversion, entertainment yacht / Dinner cruise yacht. She is maintained to the highest standards, turn key, either as a business venture, or as your personal Yacht, with 4 king Staterooms ( En suite ) , 2 Crew Quarters ( with shared head )

Former Crew boat converted in 1987 and new interior in 2016

Price:

\$825,000.00



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## 149 pax Dinner tour boat - 13198

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## REGISTRATION

YEAR BUILT: 2002  
BUILDER: Skipperliner  
FLAG: U.S  
CLASSIFICATION: COI  
CONSTRUCTION: Steel  
GROSS / NET TONS: 57 / 39  
CERTIFIED: Yes CERT.  
EXPIRES:  
# OF PASSENGERS: 149  
LOADLINE: NONE  
REQUIRED  
LAST SURVEY

## DIMENSIONS

LENGTH: 77 FT. / 25.26 MT.  
BEAM: 18 FT. / 5.91 MT.  
DRAFT: 4.3 FT. / 14.11 MT.  
REG. LENGTH: FT. / MT.

## CAPACITIES

	Gal.	M Tons	Barrels
FUEL:	600	2	14
POTABLE WATER:	250	1	6
BALLAST:	0	0	0
DECK CAPACITY:			

## PERFORMANCE

SPEED: 10 KTS  
CONSUMPTION: GPH: 24 Tons  
Per Day:

## ACCOMMODATIONS

BERTHS: None  
STATEROOMS: None

## LOCATION

## MACHINERY

MAIN ENGINES: 2 Cat 3056 HRS.  
HORSEPOWER: 205  
REDUCTION: Twin Disc  
GEAR: RATIO: 2:1  
PROP:  
NOZZLE: No  
GENERATORS: John Deere - KW:  
BOW THRUSTER: NO

## DECK EQUIPMENT

CRANES: No

## ELECTRONICS

AUTO PILOT: NO  
DEPTH FINDER: YES  
PLOTTER: yes  
EPIRB: YES  
GPS: YES  
GYRO: NO  
RADIO VHF: YES  
RADIO SSB: No  
RADAR: YES

## OTHER EQUIPMENT

LOCATION: West Coast U. S.

File # 14094 - PS

Phone: [985-448-0409](tel:985-448-0409)

Email: [bob@oceanmarine.com](mailto:bob@oceanmarine.com)

Agent Name: **Capt Bob Tice**

Price:

\$499,000.00



[DOWNLOAD PDF SPECS](#)

## Dinner Cruise Boat - 14094

- [VESSEL INFO](#)
- [VIDEOS](#)
- [DETAILED SPECS](#)
- [VESSEL FAQs](#)

### Description

Passenger dinner boat.Has been totally refurbished. New generator, new bow thruster.Boat in exellent shape inside and out. Fresh bottom job, new shafts. Ready for nightclub atmosphere.Walk around deck.Certified for 90 passengers. Exellent business oportunity.

Fresh USCG Certificate

### REGISTRATION

YEAR BUILT: 1995  
BUILDER: Navigator  
FLAG: U.S  
CLASSIFICATION:None Required  
CONSTRUCTION: Fiberglass

### MACHINERY

MAIN  
ENGINES: 2 GM-12V71 HRS.  
HORSEPOWER: 900  
REDUCTION Twin Disc MG-514c  
GEAR: RATIO:2:1

**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)



GROSS / NET  
TONS: 66 / 52  
CERTIFIED: Yes CERT.  
EXPIRES:  
# OF  
PASSENGERS:  
LOADLINE: None Required  
LAST SURVEY

#### DIMENSIONS

LENGTH: 74 FT. / 24.28 MT.  
BEAM: 20 FT. / 6.56 MT.  
DRAFT: 4.3 FT. / 14.11  
MT.  
REG. LENGTH: FT. / MT.

#### CAPACITIES

	Gal.	M Tons	Barrels
FUEL:	1,1004		26
POTABLE WATER:	0		
BALLAST:	0		
DECK CAPACITY:			

#### PERFORMANCE

SPEED: 12 KTS  
CONSUMPTION: GPH: Tons Per  
Day:

#### ACCOMMODATIONS

BERTHS: 3  
STATEROOMS: 2

#### LOCATION

LOCATION: US GULF

## Jones Act Compliant Dinner Cruise / Ferry

\$2,350,000

PROP:  
NOZZLE:  
GENERATORS: sea hawk - KW:  
BOW  
THRUSTER: yes

#### DECK EQUIPMENT

CRANES: No

#### ELECTRONICS

AUTO PILOT: Yes  
DEPTH  
FINDER: Yes  
PLOTTER: Yes  
EPIRB: Yes  
GPS: Yes  
GYRO: No  
RADIO VHF: Yes  
RADIO SSB: NO  
RADAR: Yes

#### OTHER EQUIPMENT

USA [Commercial Vessels](#) > [Passenger Boat](#) For Sale[Alerts](#) | [Watch this Advert](#) | [Printer-friendly version](#)

Ship World Brokerage

Cape Coral, USA

Contact: Mr. Mathew M

Telephone: [Reveal Telephone Number](#)Mobile: [Reveal Mobile Phone Number](#)Website: [Visit Company Website](#)[View All Ship World Brokerage Listings](#)

File #: 1488PS Type Dinner Cruiser Price \$650,000.00 Year Built 1972 Builder Blount  
 Construction: Steel Length 125' Registered length 79.9' Beam 27.2' Draft Loaded draft  
 Depth 9.7' Gross Tons 90 Net Tons 61 DWT Vessel Location East Coast Class Flag:  
 USA Certified Yes Pass: Qty 428 Date Exp. Capacities Fuel Potable Water Ballast Cargo  
 fuel: Cargo Water Misc: Machinery: Engine: 8V-71 DD Count: 2 HP: Engine hours:  
 Consumption Gear model: Ratio: Prop dia: Nozzle: Speed Bollard Pull Bow Thruster: HP  
 DP Generator: Yes (2) Qty KW Gen other: Qty KW Gen other Qty KW Description:  
 Telephone: 386-937-2615 Fax-Phone: 828-516-2227 Website: www.vesselfinders.com  
 E-mail: larry@vesselfinders.com Vessel Information Sheet File #: 1488PS Type Dinner  
 Cruiser Price \$650,000.00 Electronics & Safety: VHF Radio Yes SSB: EPIRB: Yes  
 Depth Sounder: Yes Gyro: AIS: Yes Radar: Yes Auto Pilot: Yes Compass: Yes GPS: Yes  
 Plotter: Yes Safety Yes Deck: Clear Deck: Deck strength: Cargo capacity: Ramp  
 Dimensions Ramp capacity Anchor winch: Deck winches: Cranes Spud Wells: Spuds:  
 Spud winch: Misc. Accommodations: Staterooms: Berths: Galley: Yes Air/Heat: Yes  
 Comments: All details above are given in good faith, without guarantee, from  
 information received from owners and/or owners' agents.

1.

Save

Price Drop: \$50,000 (Jan 29)

**1993 Custom Freeport 150 Passenger1993 Custom Freeport 150  
Passenger****\$599,000**

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SC

Offered By: [United Yacht Sales](#)

New

[LIVE VIDEO TOUR](#) [CONTACT](#)2. [Save](#)

Price Drop: \$255,000 (Jan 11)

[1987 Adams Custom 85 Passanger Vessel](#) | 1987 Adams Custom 85 Passanger Vessel

\$595,000

OH

[Knot 10 Yacht Sales](#)

3.

## Skipperliner Dinner 1997 Boats Review and Specs

**Year:** 1997**Manufacturer:** St. Augustine Yacht Sales**Price:** US\$895,000

Certified for 149 total plus crew, Main deck has seating for 86. Upper deck seats 50 with 90 certified capacity on the upper deck. Bridge clearance 31', but can be easily lowered to 26'...This boat has a current COI, The Coast Guard dry dock inspection was just completed and there are current engine and vessel surveys available.....

<b>Fuel</b>	Diesel
<b>Hull Material</b>	Steel
<b>Beam</b>	20 ft
<b>Max Draft</b>	6 ft
<b>Engine Make</b>	T/Detroit
<b>Engine Model</b>	6-71 FWC
<b>Length Overall</b>	95 ft
<b>Engine Hours</b>	7610
<b>Number of Engines</b>	2
<b>Max Bridge Clearance</b>	31 ft

### Contact Information

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**Phone:** (904) 829-1589  
**Fax** 904-829-1575

## Chesapeake Marine Design Excursion

US\$2,495,000 \*

120 ft / 1999

Newport Beach, California, United States

Art Brooks Sea Company

## Nichols Excursion

US\$1,795,000 \*

100 ft / 1977

Newport Beach, California, United States

Art Brooks Sea Company

## Dynamic Excurrision

US\$1,295,000 \*

97 ft / 1977

Newport Beach, California, United States

Art Brooks Sea Company

## Sun Machinery.com

### **180 PASSENGER DINNER CRUISE BOAT (Ref#3215)**



**Built 1991. 115.3' x 26' x 8.1'. GT 96, NT 65. Stell hull, aluminum super structure. Main engines: (2) 12V71 Detroit diesels. (2) new 2018 Kohler John Deere 100KW Generators. Two indoor levels and open air upper deck, Granite counter tops, Marble bathrooms. Private shower in Bridal Suite with leather pull-out sofa, Brazilian Mahogany Bar and**

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**trim throughout yacht, Custom leather and suede interiors, Wrought iron grand staircase, High tops, Dining for up to 175, Suede inter-changeable love seats/ottomans, Royal blue and gold bordered carpeting throughout dining and cocktail level, Portable dance floor, full DJ and lighting system, 55” drop down flat screen, Swarovski crystal chandelier lighting in dining room, Climate controlled interior space, Complete sound system on all levels, Open upper deck with bench seating. Price: \$2,200,000**

## 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. Have the compass serviced by qualified technician and prove it properly functional.
2. Service and prove the strobe light attached to the starboard aft life float properly functional, it did not illuminate.
3. Properly and permanently mark the valves and components for the bilge and fire system. These systems were not tested.
4. The autopilot screen is cracked, replace the screen, service as necessary. The autopilot was not tested.
5. There was no detail information on the plotter, provide detail information for the area of usage.
6. The fish finder / sonar is not properly functional on the multifunction device or the stand-alone unit, service and prove these devices properly functional. At a minimum provide depth information.
7. Assure both vhf radios have information inputs as they are designed, and they are properly functional. There was no position or time information and no response when tested on channel 27.
8. Address the minor electrical deficiencies below the pilothouse helm, replace wire nuts with butt connectors or terminal boards, properly secure the loose fuses and cover the small, exposed conductors. Comply with ABYC recommendations.
9. Provide the missing cover for the AC electrical outlet aft in the upper entertainment room.
10. Determine why the bridal suite HVAC system did not appear to get warm, service this and other problems with the HVAC system. The controllers had low battery error messages and the HVAC system was only tested for basic function, no units were accessed and inspected.
11. Service the outlet to port on the foredeck and the adjacent outlet to port aft of the bar (interior of vessel), there was an open ground and an apparent loose connection.
12. Provide GFCI protection for the outlets in both galleys.
13. Service and prove all engine room lights properly functional, at least two did not illuminate.
14. Replace “ny-loc” nuts used on battery terminals, use steel nuts and lock washers on all battery terminals, complying with ABYC recommendations.



15. There is debris in the fuel filter bowls, clean the filter bowls and fuel as necessary.
16. The vessel has no HIN, there was none visible on the transom and none on the US Certificate of Documentation. Address appropriately.
17. Assure the helm chair is properly secured during offshore or rough water operation.
18. The floor is coming loose in the upper entertainment room, particularly aft where it likely exposed to weather. Address appropriately.
19. There are screws sticking through the deck in many locations, we encourage modifying to reduce potential for personal injury.
20. Determine why a float switch near the bow thruster is inverted and address appropriately.
21. Determine the significance of the noise heard from the steering system, apparently from the rudder port and address as necessary.
22. Maintain the galley fire extinguisher per the manufacturer's and NFPA recommendations.
23. Determine why the rudder angle indicator turns to “20” to port and “30” to starboard and address appropriately.

## SECONDARY

1. Address the faded directional controls for the bottom oven and the flattop.
2. Service and prove the light in the upper oven functional.
3. Determine the significance of the anomalies on the welds on the “patches” on the aft holding tank and address as desired.
4. Address staining about the port beverage dispenser at the lower bar, eliminate the cause and clean.
5. Address rust staining on the hull sides and superstructure including on the grab rail, bumps along the bottom of the exterior panels for the upper deck and corrosion along the edge of these panels.
6. Address rust stains and “patches” on the aft deck as desired.
7. Clean the minimal water from the engine room bilge to allow detection of future weeps or leaks.
8. Transmission oil coolers are the last in line for seawater, consult with a mechanic and assure this is suitable or modify as desired.
9. Service to eliminate the cause of corrosion and oil forward on the port engine, remove staining and corrosion, paint to allow detection of future weeps or leaks.
10. Determine the significance of the black soot about the port engine starter. Eliminate the cause and remove soot to allow detection of future problems.
11. Determine the significance of the excessive exhaust smoke from both generators upon start up, more significantly to port, and address appropriately.
12. A hose for the starboard engine's exhaust system is cracked, replace or monitor and replace as desired.
13. A hose to the starboard engine's seawater pump is cracked, replace or monitor and replace as necessary.
14. Eliminate the cause of rust weeping at a metal elbow on the hydraulic fluid reservoir, service or replace as desired and remove stains to allow detection of future weeps or leaks.

15. A metal pipe in the port engine's seawater intake system is heavily corroded, address appropriately.
16. There is staining about the port propeller shaft seal, eliminate the cause, remove stains to allow detection of future weeps or leaks.
17. Address salt crystals weeping from a flexible hose connection on the port engine's exhaust at the muffler. Remove salt crystals to allow detection of future weeps or leaks.
18. Address corrosion on both generators' heat exchangers and on the port engine heat exchanger, eliminate the cause, remove corrosion to allow detection of future weeps or leaks.
19. The flexible hose connected to the starboard engine's air filter is cracked, replace or monitor and replace as desired.
20. Service as a result of corrosion on the port engine's seawater pump.
21. Service as a result of corrosion on the sea chest air bleed pipe above the port engine.
22. Service as a result of corrosion on the starboard engine's remote cooler, inboard of the engine. Eliminate the cause, remove corrosion to allow detection of future weeps or leaks.
23. Either replace the hose connected to the port generator's raw water pump which is cracked and pinched or monitor and replace as necessary.
24. Address corrosion on the AC bilge pump / fire pump pipe above the pump as necessary.
25. The upper of two hoses connected to the port engine's seawater pump is shiny and brittle, replace the hose or monitor and replace as desired.
26. The flexible hoses on the starboard engine's seawater pump appear to aged and cracked. Replace the hoses or monitor and replace as desired.
27. The flexible hose connected to the starboard generator's seawater pump is cracked, replace the hose or monitor and replace as desired.
28. Either replace fuel hoses or assure they are suitable for continued use. The age of the hoses was not seen; the industry standard “rule of thumb” for hose service life is ten years.
29. Eliminate the cause of rust weeping on the belt cover for the starboard engine. Service as necessary, clean to allow detection of future weeps or leaks.
30. Service as a result of corrosion on the starboard engine's transmission oil cooler.
31. Service as a result of weep stains on the port rudder tube, eliminate the source, clean to allow detection of future weeps or leaks.
32. The following components were not tested and inspected: all of the exterior of the vessel including hull bottom and limited amount of the transom and sides due to the vessel location, DC freshwater pump, bilge/fire system, all high water senders, HVAC units were not accessed, all overhead spaces were not accessed, beverage dispensers, icemaker, waste transfer pump, all functions of entertainment system (was energized but all functions and speakers were not checked), autopilot (power up only), oil change pump, emergency bilge pump, dishwasher, coffeemaker, all functions of galley equipment (including heater boxes at upper bar), all functions of entertainment devices and navigational electronics (power up and basic functions were tested).

**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.**

Christian & Company, Marine Surveyors, Inc.



February 15, 2021

By: Mr. Kells Christian, Surveyor  
S.A.M.S. – A.M.S. # 301

Date



February 15, 2021

By: Mr. Kells Manthei, SAMS SA

Date