

# Christian & Company

## MARINE SURVEYORS

### STANDARD SURVEY

Client: Removed for privacy

Date of report: February 19, 2021

Current owner: Removed for privacy

Our file #: 21 – 29990web

This inspection was performed upon the request of the client listed above on February 16, 2021 while the vessel was hauled at Shelter Island Boatyard and afloat in slip XXX, Kona Kai, San Diego, CA and the captain, client's broker, client's captain, listing broker and undersigned surveyor 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:	Ocean Alexander	Doc. #:	Removed for privacy
Model/type:	80 flybridge, cockpit, pilothouse	HIN:	Removed for privacy
Year:	2009 (model year)	Engines:	Two MTU
Length:	82' 10"	Name:	Removed for privacy
Draft:	5' 8.5"	Hailing port:	San Diego, CA
Beam:	19' 6"	Weight:	181,000 lb. (travel lift's scale)
* listing specifications		Dry weight:	145,000 lb. *

## HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified V-shape, keel, propeller tunnels, hard chines, black anti-fouling paint

Topsides & transom: Molded fiberglass, unknown core, white gelcoat, black and red boot stripes, full upper and aft lower rub rails

Deck hardware: Stainless steel safety rail, stainless steel safety rail at top of flybridge stairs (aft), stainless steel ladder to hard top with two stainless steel grab rails on hard top, two hard top hatches, hard top, three sets of vertical cleats, set of vertical cleats aft with hawse holes, set of vertical cleats forward with line chocks, stainless steel bow rail, integral anchor roller, two water-tight wing doors, opening port lights, two foredeck hatches

Longitudinals/stringers: Fiberglass "grid" in engine room, fiberglass "box" shaped longitudinals, unknown core

Athwartships/bulkheads/frames: Composite bulkheads (unknown core)

Layout/interior components: Cockpit aft, starboard of center door forward in cockpit leads down to crew area, cabin to port with bunk berths, head to starboard and engine room forward, steps on both sides of cockpit forward to aft deck, aft deck has center aft dinette, steps to flybridge to port forward, side decks to foredeck, wing doors to side deck on both sides of pilothouse, flybridge has boat deck aft, spa tub next forward, hardtop covers forward flybridge with dinette aft, bench seat to starboard forward, helm on centerline forward and hatch with steps down to pilothouse to port forward, saloon has sofa to starboard forward, day head to port forward in passageway to pilothouse, pilothouse has galley to starboard aft, dinette to port forward and helm forward, steps to starboard forward from pilothouse down to cabin landing, aft from landing is owner's cabin with center island berth, head to starboard aft, vanity to starboard and walk-in locker to port aft, to port forward of landing is cabin with twin berths and ensuite head to port forward, forward is VIP cabin with forward berth and ensuite head to starboard aft, large bilge spaces below VIP and guest cabins

Bilge: Holding minimal fluid, mostly clean

**Comments:** The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good structural condition. The current owner's captain stated the bottom paint was applied in January

2019 at Shelter Island Boatyard, San Diego, CA. At the same time, the propeller shaft seals, and rudder seals were replaced, and the boot stripes were painted. There are small blisters on the hull bottom, several are concentrated in areas which may have fairing compound (struts). A few were examined and appear to originate within the laminate. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition. There are numerous cracks on the starboard side, the owner's captain stated this occurred from contact with the prior owner's dock and the listing broker suggested that some of the damage may have happened during hurricanes. The damage on the starboard side is consistent with impact with three dock pilings, though the rub rail does not show the associated damage. There is damage on the starboard hull side aft, amidships, and forward of amidships. The amidships cracks are visible on the interior of the bulwarks. There are cracks in the gelcoat about the transom locker and the transom door, about all port lights to starboard and at least two of port lights to port. There are numerous localized repairs, exhibited by different color gelcoat "patches". There is an apparent repair at the starboard aft scupper, a 10" circle forward of the starboard aft port light and a 1" spot aft of the second from aft port light on the starboard side. There are minor gouges to the starboard rub rail forward of amidships. The HIN applique on the transom is failing. There are brown spots on the starboard side of the transom near the deck. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. There are numerous cracks all over the deck and superstructure. The location of cracks include: base of transom door frame, about the cable caddy toggle switch, about the lazarette hatch, on the cockpit sink counter, throughout the flybridge deck and bulwarks, on the flybridge sink counter, about the port aft deck locker, near the window to port aft on the superstructure, the base of the railing for the flybridge to aft deck steps, around window cover fasteners, in the black area around the side windows and windshield, both side deck steps up to the foredeck (port and starboard), between the port lights above the deck on the port side, many locations about the foredeck including on bulwarks, around the windlass and at the junction between the cabin top and deck, on both wing doors, and forward of the starboard door, on the bulwarks near the stanchion bases, above the starboard forward window (audible difference here), inboard of the starboard amidships external impact damage. The color differences noted include: aft of the starboard wing door below the window (5" x 2"), both sides of flybridge side panels externally, forward of the port wing door, between the port side port lights above the deck forward of the wing door, in several locations at the junction between the deck and the forward cabin top, the bottom starboard edge of the transom door externally, by the steps and scuppers on both sides of the cockpit. The teak decking is weathered aft, and is significantly damaged on the swim step. There is a damaged plank in the port aft corner of the aft deck. All the teak decking appears to be original. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. The bottom drawer in the center cockpit locker would not open. There is mildew inside the inspection hatch on the transom interior near the transom shower. Two of the cap rail fasteners were stiff and we did not fully pull off the cover. A vent cover for the port fuel fill locker is broken. Overall the deck hardware is in satisfactory - good condition. The hatch between the aft deck and the flybridge is crazed. There are paint lines on the starboard gunnel forward. There is vertical line texture (print through) in the white gelcoat on both sides of the superstructure. There is an audible difference above the starboard aft window approximately 5" forward of the center forward gasket. There is damage to the wood at the entry to the crew cabin

through the transom door. The black about the windshields and windows exhibits various damage, particularly at the corners. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. There are cracks on the stringers in the lazarette where they change height. The bilge is holding minimal water; the origin of the water is beyond the scope of this survey. There are stains to port in the lazarette near the exhaust tube, staining goes up to the deck. There are stains to port in the forward bilge space, below the freshwater pressure tanks. The cause and significance of the stains is beyond the scope of this survey. There is unsecured lead ballast to starboard in the owner’s cabin bilge. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory - good cosmetic condition. There is minor wood discoloration under VIP head’s forward port light. The VIP cabin door does not lock. The saloon headliner is loose. There are miscellaneous wooden scratches from use, primarily on the sole and on other surfaces. The pilothouse headliner has stains and wrinkles. The wood veneer is chipped on the forward dinette seat, on the vertical below the cushion. The overhead liner in the crew cabin is wrinkled and loose. There is a “wrinkle” in the wood veneer to port in the owner’s cabin, 1’ aft of the forward port light and 8” above the shelf. This survey is not a mold inspection. The condition of the coring, in the hull, deck, and elsewhere as applicable, is beyond the scope of this inspection.

**Summary: Good**

**MACHINE SYSTEMS**

Main engines: Two MTU model 10V 2000, manufactured in 2007, 1120 kw @ 2450 rpm, engine hour meter to port is 2331 and starboard is 2325

Engine application: Diesel, ten-cylinders, turbocharged (at least two per engine), aftercooled

Serial numbers: Starboard – 532100726, port – 532100727

Transmissions: ZF2050A, ratio 2.46:1A, port serial number: 50022612, starboard serial number: 50022613

External/peripherals: Suitable application, satisfactory installation, PTO on both transmission

Engine controls: MTU electronic controls with flybridge, pilothouse and aft deck stations, Yacht Controller wireless control (engines and thrusters)

Exhaust systems: Wet system, insulated risers at engines, flexible high temperature hoses, fiberglass tubes with primary hull bottom discharges in engine room, fiberglass tubes, flexible hoses and mufflers to transom pressure relief discharges

Propulsion gear/shaft logs: PSS dripless seals, 42 x 35.5 four blade Hung Shen counter rotating propellers, 4” diameter stainless steel propeller shafts, one bronze V strut per shaft, stern tube bearings

Steering system/rudder ports: Seastar hydraulic system, reservoir and autopilot motor to port aft in engine room, stainless steel rudders, two actuators, tie bar, Strong dripless seals

Ventilation: Two engine room blowers

Generator: 25 kw Northern Lights, model M864W.3, port serial number: 8642-41629C, starboard serial number: 8042-41375C, generator hour meters port 3647 and starboard 3647

External/peripherals: Suitable application, satisfactory installation, sound boxes, exhaust gas / water separators

Through hulls & components: Bronze through hulls, bronze ball valves, bonded

Location of through hulls as visible: See chart

Seawater systems: Sea chest with six supplies and vent on centerline forward in engine room, reinforced hoses, mostly double clamped connections

Bilge pumps: Two submersible automatic in engine room, submersible automatic in crew bilge, submersible automatic in owner's cabin, submersible automatic in forward bilge, two submersible automatic in lazarette, submersible automatic in holding tank bilge forward

**Comments:** The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. Wide open throttle was 2393 rpm to port and 2376 rpm to starboard per the tachometers and top speed was approximately 22.8 knots in one direction in San Diego Bay. The external surfaces and peripheral components of the engines and transmissions appear good. The engine controls functioned normally. The engine controls had no troll function. The exhaust system is properly arranged and installed. There is staining at the water injection hose connection into the port engine exhaust tube, aft in the engine room. The port engine exhaust hose is cracked by the muffler and the hose is not fully on the muffler's flange. There are cracks in the fiberglass flange for the muffler by the hose. We did not access the starboard muffler and hose connection. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts (though they are too large to manipulate by hand), visually inspected and observed while underway. Overall the propulsion components are in good condition. Both of the propeller shaft seal hoses are not fully inserted on the fiberglass tubes. The sacrificial anode is missing from the starboard Spurs line cutter. There is minor runout noted when spinning the port propeller with a fixed object adjacent to the blades. There was moderate vibration underway. The steering system was visually inspected and test operated. The steering system functioned normally. The owner's captain reported that one of the actuators was recently replaced. There is no screen over the port engine room vent fan. The engine room blowers were energized. The generators were visually inspected, test operated and loaded. The generators functioned normally. There is



corrosion below the starboard generator's seawater pump, primarily on the mount and there are salt crystals below the generator. The insulation in the port generator box is failing and the insulation on the top of the starboard generator box is loose. The through hulls were visually inspected and the valves were manipulated. The through hulls are in good condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in good condition. The seawater washdown is inoperative. Most of the electric bilge pumps were energized with their float switches. The bilge pump in the waste treatment room did not energize with its float switch. We could not reach the bilge pump forward in the lazarette. There is an unusual noise from the HVAC system to starboard in the engine room, the captain stated that it has always existed. There is light corrosion and salt crystals on motors and pumps in the engine room, most significantly on the hydraulic pump to starboard. There is fluid by the bow thruster.

**Summary: Good**

**TANKAGE**

Fuel: Two tanks forward of engine room, not accessible, sight tubes on tanks, 1,000 gallon capacity each (reported), tank below owner's berth 350 gallon capacity (reported) apparently aluminum, 2,350 gallon total capacity \*

Fill & vent: Deck fill fittings port and starboard forward of amidships, marked "diesel", two fill fittings per side in superstructure lockers amidships labeled "port fill, starboard fill", marked "diesel"

Feed & return: Copper tubes with yellow covers, blue flexible hoses (markings not recorded), manifolds forward in engine room, Gulf Coast and Racor filters

Water: One deck fill fitting per side on bottom cockpit stairs, marked "water", two stainless steel 304L tanks one on either side in lazarette, 392 gallon total capacity

Holding: Plastic holding tank center aft in crew quarters bilge, unknown capacity, deck fitting to port forward of cockpit, marked "waste", deck fitting starboard forward of amidships, marked "waste", plastic tank in forward bilge, 200 gallon capacity \*

**Comments:** The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. There is minor staining in the generators' Racor filter bowls. There was a trace fuel odor about the tank in the owner's cabin bilge. Where visible the fuel system components are in satisfactory condition. 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 crew refrigerator's ice tray filled with water when it was turned on. There is no hot water pressure at the cockpit sink. There is corrosion on the top and sides of the water tank, including small accumulations of "rust". There is moisture on top of the water tank. The water tank capacity placards indicate 392 and 400 gallons. The port water fill hose is cracked. There are numerous severely cracked hoses, most of which appear to be drains. Cracked hoses include the flybridge sink drain, one to starboard in the waste treatment room, two by the port engine's muffler, one in the port forward corner of the

engine room, one between the port generator exhaust water separator and the blower, one to starboard of the engine room door, two outboard of the starboard generator and a seawater supply hose from the through hull to the strainer serving the seawater washdown in the forward bilge. The windshield wipers hoses are aged and failing. The accuracy of the tank level gauges is beyond the scope of this survey.

**Summary: Satisfactory**

**ELECTRICAL SYSTEMS**

AC system: 100 amp shore power cord on electric cable caddy to port in cockpit, 100 amp shore power cord on dock, 50 amp 125 / 250 volt shore power inlet starboard forward amidships in locker, Octoplex system controls most main and branch circuit breakers which are throughout the vessel, 110 and 220 volt system

DC system: Octoplex system, seven battery switches to starboard forward in engine room, five Power-Tec AGM 4D 12 V batteries (1110 CCA) in secure and covered fiberglass boxes to port in engine room (6/17), four battery switches to port aft in engine room, six batteries between engines, five to starboard in engine room (all the same type and installation), 12 and 24 volt system

Wiring: Multi-strand wires

Circuit protection: Numerous circuit breakers in engine room, GFCI outlets, AC and DC circuit breakers (Octoplex), branch circuit breakers for sap tub in locker below flybridge sink

**Comments:** The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. The vessel has an Octoplex system which controls most of the electrical components. The relays controlled by the Octoplex screens serve as switches and the over current protection is not traditional distribution panels. Overall the electrical system is in good condition. The condition and age of the batteries is beyond the scope of this inspection. The batteries all appear to be vintage June 2017. The battery boxes are larger than the batteries and the batteries are not well secured. There are several unused small diameter wires by the batteries, many of these are used on other batteries for temperature senders. The refrigerator is apparently inoperative. The Furuno RD30 devices in the crew cabin and owner's cabin are inoperative. We did not test all HVAC units in both cold and heat modes. Several lights were inoperative including two forward in the engine room, cockpit courtesy lights, one in the forward bilge, and one bulb in the port spotlight. The starboard spotlight did not energize. The new Octoplex controllers have more option than older controllers. The pneumatic door between the saloon and the aft deck is inoperative. We tripped the dock circuit breaker twice when testing the oven with the HVAC units energized. The ship's vacuum is inoperative. The center windshield wiper is inoperative. The GFCI outlet forward in the forward bilge space was tripped and would not reset. One of the 50 amp shore power cords has a burnt connector. There is "petroleum jelly" on the 50 amp shore power inlet. The dishwasher GFCI outlet did not trip when tested. The crew clothes dryer is controlled by the "dive" compressor relay on the Octoplex system. We

saw an air compressor but no dive compressor. The GFCI outlet in the forward head is loose. The blower in the crew head is inoperative.

**Summary: Good**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers: Type B:C size I (maintenance done tag date 3/20/2020) in engine room, one type A size II type B:C size I (inspected 03/2020) aft in crew quarters hallway, type A size II type B:C size I (inspected 2020, month not stamped), type A size II, type B:C size I (inspected 3/2020) in port cabin, type A size II type B:C size I (inspected 2020, month not stamped) in starboard locker of forward cabin

Fixed fire system: Fireboy HFC-227 each, two batteries in engine room, port manufacturer's sticker illegible and no tag, starboard model GA-2000-227 with maintenance tag date 3/20/2020

Flotation devices: Twenty-eight adult type II, one youth type II, locker full of type III, three ring type IV

Horn/distress flares: Airhorn, cannister airhorn, flares expired

Navigational/anchor lights: Separate side lights, all-around / anchor light, steaming light stern light

Anchor & ground tackle: One Fortress FX-55 anchor in box lazarette, one 100 kg Ultra anchor with 400 feet of chain rode and line at bitter end (reported by captain)

Other equipment: Highwater alarm, six First Alert smoke / CO alarms, SOS light, first-aid supplies, owner cabin escape hatch, EPIRB (registration 03/02/2019, battery 04/2025) with hydrostatic release (05/2021), Viking 8-person life raft model 8UKSL (inspection due 05/2022), first-aid kit

**Comments:** Safety equipment for firefighting protection appears satisfactory however several of the portable and one of the fixed extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. The captain reports the manual pull cable for one of the fixed extinguishers is not properly functional. Personal flotation devices appear suitable for near coastal use. No current distress signal flares are aboard. A suitable sound signaling device is aboard. The CO / smoke alarms sounded when tested. The CO / smoke alarm in the saloon is not mounted or functional. The CO / smoke alarms are not interconnected. Waste and oil placards were seen. Navigation rules were not seen. 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. There is no secondary anchor or rode. The windlass would not function in the free spool mode. The entire length of the anchor rode was not inspected and should be inspected prior to use. A propane torch was stored in a locker in the crew passageway. The registration for the EPIRB is expired.

**Summary: Satisfactory**



## **LP GAS SYSTEMS**

Tanks: Two tanks in locker below flybridge grill

Devices: Bbq grill, two pressure gauges, electric shut-off solenoid valve, reducing regulator

**Comments:** The LP gas system including the tanks, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were tested. Overall, the installation of the LP system is satisfactory. The vessel is not equipped with a propane or carbon monoxide alarm.

**Summary: Satisfactory**

## **ACCESSORIES**

Transom door, water pressure inlet, transom shower, swim platform with safety rails (staples), engine room camera, MTU engine room control panel, AC and DC engine room lights, Octoplex electrical control system, two Mastervolt Mass 24/50 battery chargers, Sea Recovery Aqua-Matic water maker, toolbox, oil and waste placards, U-lube oil change device, trim tabs, eight underwater lights, Spurs line cutters, sacrificial anodes on propeller shafts, spurs line cutters, rudders, trim tabs and transom, two Fuji Electric AF-300P11 variable speed controllers for fans, Puma 2. h.p. air-compressor, Mastervolt Chargemaster 12/25-3 battery charger, Victron Energy 24 volt 5000 Va 120 amp charger/inverter, Cruisair chilled water HVAC with controller forward in engine room, two Telemecanique variable speed controllers for fans, waste Y valve, local HVAC control in captain's cabin aft in saloon, port in pilothouse, owner's cabin, guest cabin and VIP cabin, Victron energy inverter controller, Tankwatch 4 holding tank level monitor and discharge pump controller, generator's instruments aft of engine room include temperature, oil, psi, hours and volts, Octoplex controllers in crew area, pilothouse and flybridge, Maytag clothes washer and dryer, Steelhead Marine SM175OR tender davit AB model 12VSX rigid hulled inflatable tender with HIN – XM047013E515 equipped with a 30 h.p. Honda outboard engine model BF30D and serial number BAUJ-1501056, tender chocks, Key Power hydraulic bow and stern thrusters, stabilizers and windlass, flybridge helm includes stabilizer controller, three Garmin multifunction device with cameras / plotter / radar / sounder / AIS, Octoplex and more, FLIR camera (fixed), Simrad A2004 autopilot, two ACR spotlights, two MTU engine instruments, thruster controllers, two small Garmin devices, Icom IC-M605 vhf, Icom HM-195B command mic vhf, Garmin armrest controller, flybridge hardtop lights, two Stidd flybridge helm chairs, flybridge dinette, aft deck to saloon pneumatic / automatic door, AV system includes saloon iPad, Samsung saloon tv on elevator, Furman PM- 8 series II linear filter, Marantz NR1608 AV receiver, APC Smart UPS C1500, two HEOS devices, Direct tv box, fan with temperature controller, saloon window blinds, TracVision satellite tv, U-line icemaker, saloon wet bar, sofa, day head includes Tecma electric head and sink, and blower, Nautilus Lifeline vhf, Icom IC-M36 floating vhf, U-line wine refrigerator, Whirlpool ABC2037DTS galley refrigerator / freezer and icemaker, GE Profile Advantium microwave / convection oven, Gaggenau four burner electric stove, Gaggenau oven, sink, garbage disposal, Fisher & Paykel dishwasher, trash compactor, Stidd pilothouse helm chair, pilothouse dinette, pilothouse helm includes Ritchie compass, stabilizer controller, Icom IC-M605 vhf, three Garmin multifunction devices, two small Garmin

displays, engine room vent controller, large new Octoplex controller, Muir AA 500C windlass control, two MTU engine instruments (electronic), Simrad A2004 autopilot, Tankwatch 4 holding tank level monitor and discharge pump controller, KVH trac phone, metal framed opening port lights, owner's head includes two sinks, Tecma electric head and shower enclosure, bilge lights, Maytag clothes washer and dryer, two Mach 5 freshwater pressure pumps with pressure accumulator tanks, raw water washdown, two Torrid MVS-30 water heaters, sump collector box pump, two 50 amp shore power cords, VIP head includes Tecma electronic head, sink, shower and blower, underwater lights, rod holder, Yeti cooler, bait tank, Charles Iso Boost 100 isolation transformer, boarding ladder, bilge lights, two Victron Energy Orion TR 24 / 12 – 30 DC / AC converters, hydraulic stern thruster, cockpit sink, freshwater washdown, raw water washdown, cockpit camera, cockpit floodlights, two Cobra HH350 handheld vhf, Black & Decker Dust Buster vacuum, U-Line refrigerator / ice maker, shower sump box, crew head includes sink, shower enclosure and electric head, crew cabin includes bunk berths, Vizio tv, AC fan and Furuno RD-30 device, two KVH domes, Simrad antenna, Garmin antenna, two Rigid LED floodlights, fiberglass radar arch, painted aluminum radar arch, two reclining patio chairs with table, Yeti cooler, flybridge sink, stand-up paddleboard, Fire Magic LP bbq grill, Spa tub, Airmar weather antenna, flybridge refrigerator with ice maker, three Seatek patio chairs, aft deck refrigerator / ice maker, canvas windshield cover, foredeck sun pad, Muir two direction hydraulic windlass, freshwater anchor wash down, raw water washdown, windshield wipers, tv / phone inlet, cedar-lined lockers and walk-on closet, Samsung tv, Furuno RD-30 device, Logitech Smart Controller, port cabin includes two bunk berths, Sharp tv, sconce lights and head, port head includes sink, vent fan, electric head and shower enclosure, Head Hunter waste treatment system, Charles Iso Boost 50 isolation transformer, miscellaneous spare parts, waste y valve, electric waste discharge pump, bilge lights, forward cabin includes berth and sconce lights, cedar-lined lockers, head and Sharp tv, forward head includes vent fan, electric head and sink

## **SUMMARY**

The vessel is a composite fiberglass motor yacht equipped with two diesel engines and two diesel generators. The vessel was designed by Ed Monk and built in Taiwan. The current owner purchased the vessel in June 2017 in Florida and had the vessel shipped to Ensenada, Mexico and delivered to San Diego, CA. The current owner has upgraded the vessel with electronics including a Garmin package and Yacht Controller, the davit ram was rebuilt, the anchor and 400' of chain were added and new interior and exterior furniture upholstery and carpet was installed in 2018. Underwater lights were added in January, 2019 when the bottom was painted at Shelter Island Boatyard. At the same time the boot stripes were painted, the shaft seals and rudder seals were replaced. A new windscreen and flybridge enclosure were installed in 2020. The owner's captain disclosed the seawater washdown pump in the forward bilge is inoperative and the central vacuum is inoperative. The machine systems are original. Three groups of cracks on the starboard hull side are attributed to the prior owner's dock in Florida and damage which occurred as a result of the vessel hitting three pilings for the dock. The vessel was inspected while afloat, underway in San Diego Bay, and while hauled. The vessel is basically structurally and mechanically sound. The vessel is actively and well-maintained. Except for the extensive hull side and gelcoat cracking the vessel is in good – excellent condition. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a coastal cruising vessel, primarily limited by its fuel capacity.

### **Overall Summary: 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 appraised value is based on the data below. There are numerous comparable vessels listed for sale indicating the asking price is in the proper range. The appraisal also considers the comparable sales, none of which are exact, the condition and location of this vessel and the Covid-19 induced demand and value spike.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
85	Ocean Alexander 85E	2011	29-Jul-20	2,587,500	3,095,000	Fort Lauderdale
78	Ocean Alexander Enclosed Flybridge	2014	11-Dec-19	2,850,000	3,195,000	Fort Lauderdale
85	Ocean Alexander 85 Motor Yacht	2014	11-Mar-19	3,400,000	3,650,000	Seattle, WA,
85	Princess V85	2008	17-Feb-21	1,631,463	1,631,463	Split, Croatia
75	Lazzara Yachts	2008	12-Feb-21	1,375,000	1,475,000	USA
78	Marlow 78E-CB	2010	2-Feb-21	1,995,000	1,995,000	Stuart, FL, US
75	Nordhavn 75 Expedition Yachtfisher	2009	22-Jan-21	2,625,000	2,750,000	Baltimore, M
80	Pershing 80	2010	15-Jan-21	1,575,000	2,350,000	Miami, FL, US
82	Sunseeker Predator 82	2008	11-Jan-21	838,667	1,116,825	., Croatia
80	Hatteras 80 Motor Yacht	2008	8-Jan-21	2,495,000	2,495,000	Anna Maria, F
78	Fairline 78 MOTOR YACHT	2010	30-Dec-20	998,000	1,195,000	Lighthouse Po USA
85	Azimut 85 Flybridge	2009	9-Dec-20	1,995,000	1,995,000	West Palm Be USA
85	Azimut Flybridge	2009	12-Nov-	1,775,000	1,995,000	West Palm Be

			20			USA
			11-Nov-			
75	Viking Sport Cruisers 75 Motor Yacht	2008	20	835,000	1,299,000	Dania Beach,
			14-Oct-			
80	Sunseeker Yacht 80	2010	20	1,873,162	2,030,265	Skradin, Croa
85	Princess 85 Motor Yacht	2009	1-Oct-20	1,994,011	1,994,011	Sochi, Russia
			24-Sep-			
85	Princess 85 Motor Yacht	2010	20	3,009,143	3,009,143	Cyprus
			22-Sep-			
85	Princess V85	2010	20	1,200,000	1,490,000	Hong Kong, H
			15-Sep-			
78	Canados 86	2010	20	1,812,737	2,114,860	La Spezia, Ital
			15-Sep-			
77	Ferretti Yachts 780	2008	20	1,691,888	1,752,312	Croatia
78	Lazzara Yachts 78 LSX	2010	8-Sep-20	1,420,000	1,650,000	Fort Lauderdale
83	Cantiere Navale di Pesaro Naumachos 82	2008	4-Sep-20	3,262,927	3,444,200	Rome, Italy
			28-Aug-			
76	Maiora 23	2008	20	990,963	1,026,009	Premantura,
			13-Aug-			
80	Offshore Yachts Motor Yacht	2008	20	2,425,000	2,495,000	Seattle, WA,
			12-Aug-			
80	Offshore Yachts Pilothouse	2008	20	2,425,000	2,495,000	Seattle, WA,
84	Sunseeker Predator 84	2009	16-Jul-20	1,643,548	2,114,860	Didim, Turkey
			27-Jun-			
76	Offshore Yachts Pilothouse	2010	20	2,400,000	2,490,000	San Diego, CA
			22-Jun-			
75	Fairline Squadron 78	2008	20	845,944	906,369	Novigrad, Cro
			29-May-			
82	Horizon 82	2008	20	1,925,000	1,975,000	Seattle, WA,
			14-Apr-			
78	Fairline Squadron	2010	20	890,000	995,000	Fort Lauderdale
						North Palm B
84	Hargrave 84 Fly Bridge Motor Yacht	2010	8-Apr-20	2,350,000	2,699,000	USA
	Hargrave Flybridge Wide Body Motor		23-Mar-			North Palm B
84	Yacht	2010	20	2,475,000	2,475,000	USA
			23-Feb-			
77	Vision 74	2009	20	1,050,000	1,155,000	Panama, Pan

### Ocean Alexander 74 Motoryacht

**US\$1,895,000 \***

74 ft / 2011

Boynton Beach, Florida, United States

Grand Banks Yachts - FTL

**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)**



Ocean Alexander Cockpit Motor Yacht

US\$2,999,900 \*

88 ft / 2010

Newport Beach, California, United States

Alexander Marine USA - Newport Beach

Price Drop: US\$155,000 (Jan 20)

Ocean Alexander OA 74

US\$1,995,000 \*

74 ft / 2009

Falmouth, Massachusetts, United States

Northrop and Johnson, Inc. RI

[Request Info](#)

Ocean Alexander Open Flybridge

US\$2,098,000 \*

74 ft / 2011

West Palm Beach, Florida, United States

HMY Yacht Sales - Palm Harbour Marina

[Request Info](#)

Ocean Alexander 70 Motor Yacht

US\$1,599,000 \*

70 ft / 2011

Fort Myers, Florida, United States

MarineMax Naples

[Request Info](#)

Ocean Alexander Open Flybridge

US\$2,098,000 \*

74 ft / 2011

Fort Lauderdale, Florida, United States

Annapolis Yacht Company

[Request Info](#)

Ocean Alexander 74' Pilothouse Motor

US\$2,195,000 \*

78 ft / 2010

Fort Lauderdale, Florida, United States

Fort Lauderdale

### **Ocean Alexander CMY Skylounge**

**US\$2,975,000 \***

84 ft / 2010

Newport Beach, California, United States

Worth Avenue Yachts-Seattle

[Request Info](#)

### **Ocean Alexander 80 Cockpit Motoryacht**

**US\$2,195,000 \***

80 ft / 2009

San Diego, California, United States

Kusler Yachts

[Request Info](#)

### **Ocean Alexander Open Flybridge**

**US\$2,195,000 \***

74 ft / 2009

Charleston, South Carolina, United States

Gilman Yachts of Fort Lauderdale

[Request Info](#)

Price Drop: US\$295,000 (Jan 25)

### **Ocean Alexander Cockpit Motor Yacht**

**US\$2,650,000 \***

90 ft / 2008

Jupiter, Florida, United States

Westport - Marina Mile

## RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

### PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations including the fixed and portable extinguishers. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide federally required, current and approved distress signal flares.
3. Register the EPIRB and transfer to the new ownership.
4. Mount the CO / smoke alarm which is unmounted and inoperative in the saloon and we encourage upgrading the smoke / fire alarms to interconnected alarms.
5. Provide a secondary anchor and rode for use in two anchor situation or emergencies.
6. Assure all legally required carriage items are aboard, including a current copy of the navigation rules.
7. Service and prove the windlass functional in the free spool mode.
8. We encourage storing the propane fuel for the blow torch in a locker vented to the atmosphere or off the vessel.
9. There is extensive cracking on the vessel including what appears to be impact damage (from pilings) on the starboard hull side. Either repair the damage or monitor and repair as desired.
10. There is extensive cracking and prior repairs in numerous locations including on the transom, foredeck, super structure and flybridge. While most of the damage and prior repairs is cosmetic in nature, to properly eliminate the cracks will require extensive work and a full paint job. The location of many of the cracks are noted in hull & structure comments above. Address as desired.
11. There are color differences in numerous areas, most are likely prior repairs, many are noted under hull & structure comments above. These are cosmetic concerns; the only permanent repair will be a paint job. Address as desired.
12. Determine the significance of the audible differences noted above the starboard forward window and above the starboard aft window (5" forward of the center forward gasket) and address appropriately.
13. Service and prove the bilge pump in the waste treatment room functional in the automatic mode.
14. Service and prove the bilge pump forward in the lazarette functional in the automatic mode, we could not reach the float switch.
15. There are numerous hoses which exhibit significant external cracks, most are drain hoses, the port engine exhaust hose also exhibits cracks starboard exhaust hose was not fully accessed or inspected. Replace the hoses with significant

- cracks and monitor the hoses with lesser cracks, such as the exhaust hoses, and replace as necessary.
16. Install a screen over the port engine room vent fan.
  17. The port engine's exhaust hose and both shaft seal hoses are not installed as far on their receiving flanges as they have been previously, address if necessary. Access and inspect the starboard exhaust hose for a similar condition and address if necessary.
  18. Replace the supply hose from the through hull to the strainer for the seawater washdown system, service and prove the seawater washdown system functional.
  19. The crew refrigerator ice tray filled with water when the refrigerator was energized, repair or replace and prove it properly functional.
  20. There are stains in the bilge space below the freshwater pressure accumulator tanks and to port in the lazarette. Determine the cause and significance and address appropriately. The condition of coring and existence of moisture in the coring is beyond the scope of this survey.
  21. Service and prove the two forward engine room lights functional, they did not illuminate.
  22. Replace the heat damaged connector on one of the 50 amp shore power cords.
  23. There are corrosion spots on top and sides of the port water tank and moisture on the tank. Address corrosion and eliminate the source of the water to reduce future corrosion.
  24. The port water fill hose is cracked, replace the hose.
  25. Replace the GFCI outlet labeled “dishwasher” in the galley, it did not trip when tested.
  26. Service and prove the cockpit courtesy lights functional.
  27. There was minor runout noted when the port propeller was spun with a fixed object adjacent to the blades and minor vibration noted underway at higher speeds, address the minor runout and cause of the vibration as necessary.

## SECONDARY

1. Free up the bottom drawer in the saloon cockpit locker, it would not open.
2. Address the mildew and cause of the mildew noted behind the transom shower through the inspection hatch on the transom interior.
3. Service the fasteners for the cockpit cap rail covers, two were difficult to remove.
4. Properly secure the GFCI AC electrical outlet in the forward head, it is loose.
5. There is wood damage at the entry way for the crew cabin, repair damage and eliminate the cause.
6. There is a “wrinkle” in the wood veneer to port in the owner's cabin, approximately 1' aft of the forward port light and 8" above the shelf, address as desired.
7. The overhead liner in the crew cabin, saloon and pilothouse (and possibly elsewhere) exhibits damage including loose headliner, discoloration, and wrinkles. This is a cosmetic condition, address as desired.
8. There are cracks on the port engine's muffler's flange aft of the crew cabin, address appropriately. Access and inspect the starboard muffler and address deficiencies.
9. There was no hot water pressure at the cockpit sink, address as desired.
10. The RD30 devices are inoperative, address as desired.

11. There is “petroleum jelly” on the forward shore power inlet, the inlet was not inspected or tested. Address as necessary.
12. Address the failing black trim / seal around the windows and windshield.
13. Repair the damaged vent cover for the port fuel fill locker.
14. Address the failing HIN applique on the transom.
15. The teak decks appear to be original and are damaged where exposed to weather, particularly on the swim platform and there is a damaged plank to port aft on the aft deck, address as desired.
16. Address the brown spots on the starboard side of the transom near the swim platform as desired.
17. There are a few small blisters on the hull bottom, a few were examined and n originated within the laminate. Either repair or monitor and repair as necessary.
18. Service the blower in the crew head and prove it properly functional.
19. The hatch between the aft deck and the flybridge is crazed, address as desired.
20. There is minor wear damage including scratches on wood components internally, including on the sole and other surfaces and a small chip in the wood below the forward pilothouse dinette seat cushion, address as desired.
21. There is “print through” (vertical lines) on the white gelcoat areas on the sides of the superstructure, address as desired.
22. There are unusual noises from the HVAC system, the captain stated that these are “usual”. Determine the significance and address as necessary.
23. Address the insulation which is failing in the port generator sound box and is coming loose in the starboard generator sound box.
24. Address minor salt crystals and corrosion on various pumps and motors throughout the engine room, mostly on the hydraulic pump to starboard.
25. Eliminate the weep at the water injection into the port engine’s exhaust tube aft in the engine room. Remove staining and salt crystals to allow detection of future weeps or leaks.
26. Install a sacrificial anode on the starboard Spurs line cutter.
27. There is corrosion below the starboard generator’s seawater pump and salt crystals about the bottom of the sound box, eliminate any seawater leaks, remove corrosion and salt crystals, clean and paint to allow detection of future weeps or leaks.
28. The engine controls had no troll function, address as desired.
29. Remove the fluid accumulated aft of the bow thruster.
30. Service the windshield wipers and washers, the center wiper was inoperative and the hoses for the washing system have failed.
31. Determine the significance of the fuel odor by the tank in the owner’s bilge and address appropriately.
32. Clean the fuel filter bowls for the generators. Consider modifying the fuel filter bowls for the engines so they are transparent.
33. Secure the unsecured ballast in the starboard owner’s bilge.
34. Service the VIP cabin door lock as desired.
35. Address the minor discoloration of the wood below the VIP head’s forward port light, eliminate the cause and repair as desired.
36. The batteries are not well secured in their boxes, provide additional support to secure the batteries and comply with ABYC recommendations.
37. Determine the function of the unused small wires about several batteries and either use or assure they present no liability.



38. Service and prove both spotlights functional, the starboard spotlight is inoperative and one bulb did not illuminate in the port spotlight.
39. The pneumatic door between the saloon and aft deck is inoperative, address as desired.
40. While testing the oven we tripped the dock circuit breaker, determine a power management strategy at the home dock of the vessel and assure no abnormally high loads are contributing to this condition.
41. The ship's vacuum is inoperative, service and prove it functional.
42. Replace the GFCI outlet forward in the forward bilge, it was tripped and would not reset.
43. Service and prove the inoperative light in the forward bilge functional.
44. The following components were not tested and inspected and this list was discussed with the client's captain: both clothes washers (dryers briefly tested), sump pumps, HVAC system, shower nozzles in the owner's shower, all functions of entertainment system including all speakers, all helm chair functions, spa tub, tender, outboard engine, all Octoplex functions, all engine controls (remote starts and stops), air compressor, cameras, water pressure inlet, water maker (power up only), highwater alarm, manual functions of bilge pumps, all functions of 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.**

Mr. Stephen Banchero Jr.  
February 19, 2021

"Nauti Buoys"  
2009 Ocean Alexander 80

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File # 21 - 29990

Christian & Company, Marine Surveyors, Inc.



February 19, 2021

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

Date



February 19, 2021

By: Mr. Kells Manthei, SAMS SA

Date