Christian & Company MARINE SURVEYORS

STANDARD SURVEY

Client: Removed

 Date of report:
 March 11, 2021

 Our file #:
 21 – 20011web

Current owner: Removed

This inspection was performed upon the request of the client listed above on March 10, 2021 while the vessel was hauled at The Boatyard and afloat at Windward Yacht Center, Marina del Rey, CA. The client, a Seatek rigger, owner and broker 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.

VESSEL DESCRIPTION

Builder:	Shing Fa Boat building *	Doc. #:	Removed		
Model/type:	Hans Christian 48 / cutter	HIN:	Removed		
Year:	1987	Engine:	Nanni		
Length:	55' 4"	Name:	"Removed"		
Draft:	6' 8"	Hailing port:	Marina del Rey, CA		
Breath:	14' 3" *	Weight:	48,000 lb. (travel lifts' scale)		
* listing specifications		Displacement: 44,000 lb. *			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, molded keel, internal ballast, cut-away fore foot, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white paint, wood rub rail with metal strike rail, green boot stripe, canoe stern, faux plank seams, off-white with teal boot stripe, wood planks on top of both sides

Decks & superstructure: Molded fiberglass construction, unknown core, teak overlay, white paint, grey particle nonskid deck surface, bulwarks, wooden cap rail on top of bulwarks

Deck hardware: Four deck hatches, four dorade vents, stainless steel stern rail, stainless steel stanchion posts, two lifelines, two boarding gates, stainless steel bow rail, Sampson post, two teak deck storage lockers, wood grab rails, bow plank with integral anchor roller, hawesholes with horn cleats aft and amidships, hawesholes forward, mast pulpit

Longitudinals/stringers: Fiberglass stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Center cockpit, center companionway, passageway to aft cabin to starboard, engine below cockpit with access inboard in passageway, aft cabin has berth to port aft, seat to starboard and ensuite head to port forward, navigation station to starboard of companionway and galley to port, salon has dinette to port bench to starboard forward is door to cabin to starboard, head to port aft and berth to port forward

Bilge: Holding moderate water

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom and keel are in satisfactory structural condition. The hull bottom is covered with blisters. There are hundreds of blisters; many are over 1" in diameter and some range up to 2.5" in diameter. The blisters originate in the laminate. The anti-fouling paint is thin and failing. The hull sides and transom were visually inspected and randomly sounded. The hull sides are in good structural and satisfactory – good cosmetic condition. Based on a few

"Removed" 1987 Hans Christian 48 / cutter

small scratches the hull sides appear to be gelcoat. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. The teak side decks are reportedly original and exhibit weathering. The decking on the cabin top has reportedly been replaced and is in slightly better condition, but appears thin. There are small cracks on the cabin top around the edge of the teak. There are cracks between the sections of the butterfly hatch, more significantly to port. There is a crack near the freeing port to starboard of the cockpit. Water accumulated on deck near the mast step. There is minor paint failure, blistering and chips on the center aft cabin top, forward of the dodger. The teak decking in the cockpit forward is loose. 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. One support is missing from the butterfly hatch and one is split. The bow sprit has some discoloration visible from below near the deck. This area was probed and felt solid. A figurehead has been removed and there is a gap between the mounting plate and the bow. The gasket material for the hatches and port lights is aged. There is a crack in the top of the bow sprit. The aft deck hatch is cracked. The varnish on the wooden deck components (brightwork) is failing. There are cracks on the cabin top to port of the of boom vang. There is moisture forward on the internal of the butterfly hatch and puddle on the sole below it. 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 is minor shifting / flexing visible at structure reinforcements. The forward athwartship support for the saloon cabin top has a gap to starboard and cracking to port. There is cracked paint at the top of the bulkhead for the forward cabin at the cabin top (visible from forward). The overhead in the aft cabin is deformed to starboard and cracked to port (near the head); this is likely related to the main sheet traveler installation and forces from the traveler. Several of the cabin doors would not shut properly. The bilge is holding moderate water; the origin of the water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. Most of the interior is original. There was moisture on the forward berth; the deck hatch was reportedly left open during rain. The interior of the vessel is in satisfactory cosmetic condition. There was water on the sole by the engine room door. There was moisture in the locker below the bench in the forward cabin. There is a crack on the sideliner in the forward cabin by the starboard port light. The door to the forward cabin has cracking damage to its finish at the upper hinge. There are gaps in the aft head door. There is horizontal cracking on the veneer bulkhead in the forward cabin. There is damage to the aft head sole. We found the aft berth wet, apparently from a leak through the deck hatch. The engine room insulation is failing. The intake grate for the aft HVAC is damaged. The starboard aft saloon locker reportedly used to house a clothes washer / dryer; it has been removed. The glass for the barometer is broken. The chart table veneer top is cracked. We did not see the documentation number displayed. There are cracks in the overhead in the forward head and on the countertop. There is a repair on the forward head door on either side of the ceiling. The space below the port saloon bench seat has been cutout, apparently to accommodate a water heater. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: Nanni diesel (Mercedes Benz), model 5.300 and 65 kw @ 4400 rpm (per literature aboard), 3505 hours on meter

Engine application: Diesel, 5-cylinders, inboard

Serial number: 617 919 000 000 606

Transmissions: Hurth HBW 220-2, 7R, serial number 02-9723

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push / pull cables, double lever controls, single station

Exhaust systems: Wet system, flexible hoses, fiberglass water lift muffler, port aft discharge

Propulsion gear/shaft log: 1.75" diameter stainless steel propeller shaft, stern tube, 21RH14 three blade bronze propeller, bronze packing gland

Steering system/rudder port: Hynautic hydraulic system, chain between wheel and hydraulic helm pump, keel hung fiberglass rudder (unknown core), bronze packing gland

Ventilation: Engine room blower

Generator: 5.5 kw Kohler, model TF-278M, serial number K10084, 184 hours on meter

Through hulls & components: Bronze through hulls, seacocks and ball valves, bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, mostly double clamped connections

Bilge pumps: Rule submersible automatic forward in engine room, Rule submersible below forward head sole

Comments: The engine and transmission were visually inspected and tested during a sea trial. This survey is not a mechanical survey and the limitations were discussed with the client. 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 engine and transmission appear satisfactory. There is corrosion and staining on and below a water discharge fitting aft on the heat exchanger. The port forward motor mount is corroded. The freshwater circulator pump exhibits rust. The engine took an extended amount of rotations, time and attempts to start. The engine utilizes an electric fuel pump. At one point the engine throttled up on its own. There was smoke about the engine. Wide open throttle was 3350 rpm (per the tachometer) and top speed was 7.5 knots. The temperature was rising at this speed. The engine controls functioned normally. The exhaust system is properly arranged and installed. The exhaust hose is soft aft of the steering components. We noted water to starboard forward in the engine

"Removed" 1987 Hans Christian 48 / cutter

Page 5 of 16 File # 21 – 20011web

while underway, the source was unclear. It may have been from the generator's drip pan, which was accumulating water, though the generator never ran. The propulsion components including the propeller, propeller shaft, stern tube and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the stern tube and observed while underway. Overall the propulsion components are in satisfactory condition. The propeller was dull when percussion tested and exhibited minor runout. There was moderate wobble noted at the packing gland underway. The steering system was visually inspected and test operated. The steering system functioned normally. The steering reservoir to port in the engine room was low on pressure and fluid. There is a fluid leak at the steering actuator. The steering takes five turns of the wheel from lock to lock, there are no steering stops. The engine room blower was energized. The generator was visually inspected. The generator would not start. The generator's mixing elbow exhibits a stain, typically indicative of failure. There is corrosion forward on the generator surfaces. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. There is a plug in the through hull to port in the engine room (with no handle on its valve) and the valve was not tested. We could not fully shut the cockpit drain through hull(s) to starboard of the engine. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. Hoses visible near the exhaust hose in the aft cabin appear soft and cracked. There is limited access in this area. We did not see a tool to remove the caps for the sea strainers in the engine room. The engine room bilge pump was not tested. The circuit breaker labeled "bilge pump" controls the sump pump. The manual bilge pump was not tested. There is corrosion on the waste overboard discharge through hull and salt crystals on the direct overboard through hull forward.

Summary: Satisfactory

TANKAGE

Fuel: Integral tank below cabin bilge and below engine room, 200 gallon capacity *

Fill & vent: Deck fill fitting center aft, marked "diesel", deck fill fitting port forward of amidships, marked "diesel", hoses not inspected

Feed & return: Various types and ages of hoses, some USCG type A1 – 2004, three Racor filters, vacuum gauge, electric pump, valves in engine room and to starboard of companionway

Water: Deck fill fitting port forward of amidships, marked "water", integral tank(s) below saloon, 265 gallon capacity *

Holding: Deck fitting port forward, marked "waste", integral tank below forward berth, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. All the tanks are integral, tank usage and locations are based on our inspection and were not verified with a tank or plumbing diagram. Where visible the fuel system components are in satisfactory condition. There is debris in two

"Removed" 1987 Hans Christian 48 / cutter

of the Racor fuel filter bowls. 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. As the tanks are integral, their condition will be difficult to determine. The water pressure system functioned normally. There was low water pressure from one valve at the aft head sink. The forward shower has been sealed. The sump pump is not pumping water and it is controlled by a circuit breaker labeled "bilge pump". The aft head discharges directly and the through hull valve's function is questionable. The aft head flushes with freshwater, which is controlled by a valve adjacent to the head. The water flows constantly while the valve is open. Accuracy of tank level gauges is beyond the scope of this survey. The Tank Tender is not properly functional and there was no key to correlate inches of fluid to gallons. The forward fuel hose is dated 1985. There are various types and ages of fuel hoses.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 50 amp 125 / 250 volt shore power inlet starboard forward of cockpit combing, 50 amp 125 / 250 volt shore power cord, 110 volt system

DC system: 12 volt system, Advanced 8D-5 12 volt wet cell battery in secured covered box below forward berth, four Odyssey PC1800FT 12 volt AGM batteries below aft berth, battery switch to starboard of companionway

Wiring: Multi-strand wires, mostly original

Circuit protection: GFCI outlets, miscellaneous circuit breakers, distribution panel at navigation station includes main and branch AC and DC circuit breakers, AC and DC volt and ammeters

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. Overall the electrical system is in satisfactory condition. Much of the electrical system is original, there have been some additions. The condition and age of the batteries is beyond the scope of this inspection. The engine voltmeter displayed 12 volts except when throttling up the engine, raising it to 13.5. The inverter displayed 12.6 volts. The DC voltmeter on the panel is inoperative and the switches appear broken. Several of the distribution panel's indicator LEDs are inoperative or missing. Several circuit breakers are labeled "spare", one is unlabeled and the label for "FWD AC" is coming loose. The HVAC units are inoperative. One light in the engine room is inoperative and one bulb is not covered. Several of the fixtures have red and white bulbs. Several lights were inoperative including two in the aft head, two above the chart table, one in the starboard forward saloon locker, cockpit courtesy light, and the port reading lights in the forward cabin (one flickered). There was no power to a cord plugged aft in the engine room. The engine room AC outlet was not GFCI protected. The cabin fans are controlled by a circuit breaker labeled "spare". The wires are disorganized in the engine room and behind the panel. The electrical distribution panel falls off its hinges easily when it is opened. A circuit breaker labeled "water maker" is located behind the panel. There is a circuit breaker under the aft berth

 Removed
 "Removed"
 Page 7 of 16

 March 11, 2021
 1987 Hans Christian 48 / cutter
 File # 21 - 20011web

which is not labeled and its function is unknown. The back of one of the water heaters is exposed forward in the engine room. Both water heaters are plumbed, and it is unclear which one or if both are functional. The stereo volume fluctuated. The loran is inoperative. The Garmin GPS MAP 225 and GPS MAP 175 unit did not power up. We did not access the water heater below the companionway steps; the back of the heater is exposed forward in the engine room. There was reversed polarity at the GFCI outlet in the galley and it would not trip. An outlet in the forward head has reversed polarity. The upper outlet in the forward cabin is loose. The fan for the refrigeration compressor below the galley sink is exposed and presents a personal injury risk. It appears as if the electrical system has been replaced and some old controls remain installed. The boat speed indicator was inoperative and the windlass speed indicator was inoperative. There is rust on a terminal board to the right behind the distribution panel. The switch next to the anchor washdown is seized and loose. There is moisture on the forward battery box lid, it is apparently battery fluid. There are wing nuts on the forward battery's terminals. A light switch in the starboard aft locker in the forward cabin functioned intermittently. There is corrosion on and inside the light fixture in the port forward locker in the saloon. An outlet and a light fixture in the starboard aft saloon locker are loose.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (1999) in forward cabin, (2018 and 1998) aft in saloon, 1998 in galley, type A size II type B:C size II (1994) aft in saloon

Fixed fire system: None

Flotation devices: None

Horn/distress flares: None

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

Anchor & ground tackle: 60 lb. CQR anchor with chain and line rode, 45 lb. CQR anchor with chain and line rode

Other equipment: Radar reflector, MOB pole, First Alert CO and smoke alarm, emergency wood dowel plugs, EPIRB (5/2001 battery), MOB strobe, emergency tiller handle, life raft (no legible tags)

Comments: Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. No personal flotation devices aboard. No current distress signal flares or sound signaling devices aboard. The CO / smoke alarms in the aft cabin did not sound when tested. Waste and oil placards were seen. No navigation rules were seen. The navigational and anchor lights are properly arranged, installed and functional. The masthead / steaming light is above the radar mount, which may hinder its visibility. We could not determine the functionality of the tricolor light on the mast. The ground tackle including the anchors and rodes were visually inspected as installed and appears

"Removed" 1987 Hans Christian 48 / cutter

satisfactory. The starboard anchor appears to be loosely connected to the chain with an electrical wire, it was not deployed. The windlass was briefly tested without deploying the anchor, including the free spool function. The entire length of the anchor rode was not inspected and should be inspected prior to use. The man-overboard strobe light did not illuminate. There were no visible markings on the life raft and it is stored below the chart table, and will be difficult to remove in an emergency. The EPRIB battery is expired. We did not test the emergency tiller handle.

Summary: Marginal

LP GAS SYSTEMS

Tanks: None

Devices: Electric shut off solenoid valve, reducing regulator, pressure gauge, galley range

Comments: The LP gas system including the tank locker devices and galley range was visually inspected. Overall, the installation of the LP system is satisfactory. There were no tanks aboard the vessel and the system was not tested. The vessel is not equipped with a propane alarm.

Summary: N/A

SAILING SYSTEM

Mast & rig type: One aluminum deck stepped mast, cutter rig

Standing rigging: Stainless steel multi-strand wires, swage end fittings, mechanical fitting on backstay, forestay, inner forestay, two lower, one upper and one aft intermediate shrouds per side, backstay, two whisker stays, bobstay and dolphin striker

Hardware: Boom gallows, Harken series 3-200 MK III roller furling head sail assembly, Harken MK IV 2 roller furling inner headsail assembly, mechanical boom vang

Winches: Two Barient 36 self-tailing, two Barient 22 self-tailing and one Barient 28 + self-tailing in cockpit, two Barient 22 and one 24 self-tailing on mast

Sails: Main sail, roller furling jib, roller furling stay sail

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast is likely original. The age of the standing rigging is unknown. The client had a rig survey performed, please refer to the rig survey for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. The jib was briefly deployed and the main sail was reefed due to the wind conditions. Overall the sailing system is in satisfactory condition, based on our ability to inspect it. There is rust visible on shrouds. The mast step is corroded and pieces are missing around the edge of the step.

Summary: Satisfactory

ACCESSORIES

Xantrex Freedom Xi sine wave inverter, internal sea strainer water makers inc model WM5600ZM300NY6 water maker, sump collector and pump, Blue Sea PI2 7532 40A 12V battery charger, various canvas covers, cabin fans, HVAC unit under aft berth, oil and trash placards, aft head includes sink, electric head and shower, generator instrumentation includes temperature, oil pressure, hours and volts, Tank Tender unit, B & G Hecta depth and Hornet 4 sailing monitor, Garmin 76C and 175 portable plotters, Garmin GPS MAP 225, Icom IC-M100 vhf, Fusion MS-RA70N stereo, Boston ship's clock and barometer, navigation station, oil lamp, two refrigeration units with two counter top and one side accesses, Force 10 three burner lp gas range, bronze opening port lights, Shurflo Agua King II freshwater pressure pump with pressure accumulator tank, Magma lp bbg grill, stainless steel tender davits, spreader lights, radar antenna, cockpit cushions, Autohelm 6000 autopilot, Raymarine C120 multi-function device with plotter. radar, knot meter, wind direction indicator, fathometer, engine instrumentation includes tachomet6er with hour meter, water temperature gauge, oil pressure gauge and voltmeter outboard lift, foredeck washdown, Maxwell Nilsson electric windlass, bow thruster, Parmax 4 raw water washdown pump, forward cabin includes berth and DC fan, forward head includes sink, electric head and shower (shoer hose not connected), electric waste discharge pump, Kuuma water heater model KWHTR11A120HFFA150, dinette, Weems & Plath oil lantern, spare propeller

SUMMARY

The vessel is a composite fiberglass cruising sailboat equipped with a diesel engine and diesel generator. The broker had knowledge of the vessel's history and apparently has sold it twice. The current owner obtained the vessel in the recent past and has very little knowledge of the vessel. The broker reports the current owner's ex-partner stopped maintaining the vessel approximately 6 months ago. The broker reports the generator is not original, but its installation date is unknown. The age of the bottom paint is unknown. The broker disclosure the HVAC system is inoperative. The vessel was designed by Scott Sprague * and was built in Taiwan. The vessel was inspected in a slip, while hauled and while underway on a sea trial offshore Marina del Rey. The vessel is basically structurally sound. The vessel is "basic" with no significant upgrades and much of the original finishes and components. Upon completion of the recommendations on this survey, rigging survey and successful sea trials, the vessel should be suitable for its intended purpose as an offshore cruising vessel, though the vessel is not currently equipped with offshore gear.

Overall Summary: Satisfactory

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

"Removed" 1987 Hans Christian 48 / cutter Page 10 of 16 File # 21 – 20011web

VALUES

ACTUAL CASH VALUE NEW REPLACEMENT INVESTMENT \$160,000 \$850,000 \$160,000

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel's condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the comparable values below including reported sale prices from soldboats.com and asking prices from yachtworld.com. The broker reported that the asking price for the vessel has been gradually reduced. The condition of the vessel is a primary factor in the value and thus it is valued less than other Hans Christian 48 vessels, even though it is in a location that usually brings a higher value. The value assumes that the engine is in average condition and does not require any major repairs (but the condition of the engine is beyond the scope of this inspection).

Length			Sold	Sold	Listed	
ft	Boat	Year	Date	Price	Price	Boat Location
			20-Nov-			
43	Hans Christian 43T	1979	20	89,000	89,000	Puerto Vallarta,
			25-Nov-			
43	Hans Christian Traditional	1985	20	55 <i>,</i> 500	69,900	Beaufort, NC, US
43	Hans Christian Christina	1988	8-Jan-21	110,000	119,000	Port Ludlow, WA
			19-Jan-			
43	Hans Christian 43t Cutter	1991	21	115,000	135,000	New Bern, NC, U
			22-Feb-			
43	Hans Christian Ketch	1981	21	50,000	50,000	Ventura, CA, USA
			27-Mar-			
43	Hans Christian 43t Ketch	1979	20	145,486	150,256	Nanaimo, BC, Ca
	Hans Christian 48T With Custom		23-Oct-			
48	Pilothouse	1985	19	195,000	199,000	Saint Augustine,
48	Hans Christian 48T Center Cockpit	1990	9-Jul-19	296,777	298,500	Vancouver, BC, 0
			21-Mar-			Bonaire, Netherl
48	Hans Christian 48T	1987	19	142,500	170,000	Antilles
			16-Feb-			
47	Hylas 47	1986	21	166,000	179,000	Puerto Vallarta,
47	Bluewater Yachts Vagabond 47	1986	16-Jan-	115,000	154,000	Ventura, CA, USA

"Removed" 1987 Hans Christian 48 / cutter Page 11 of 16 File # 21 – 20011web

			21			
			28-Nov-			
47	Hylas 47	1986	20	182,000	198,000	Bainbridge Island
49	Transpacific Marine 49 Transpac Mark II	1986	10-Jul-20	140,000	149,000	Seattle, WA, USA
48	Baltic 48 DP	1986	6-Jul-20	170,000	219,000	Sausalito, CA, US
			18-Jun-			
47	Hylas 47 Center Cockpit	1987	20	195,000	235,000	Dighton, MA, US
			29-May-			
46	Liberty 458 Virtual Showings Available	1988	20	150,000	169,000	Saint Augustine,
			18-May-			
49	Bristol 49.9	1987	20	210,000	229,000	Savannah, GA, U
			25-Feb-			
51	Bristol 51.1	1987	20	150,000	179,000	Annapolis, MD, l

Hans Christian 48T

US\$169,500 *

48 ft / 1985 Honolulu, Hawaii, United States Honolulu Yacht Brokerage International LLC

Price Drop: US\$6,000 (Feb 24)

Hans Christian 48 T Pilothouse US\$159,000 *

48 ft / 1985 Saint Augustine, Florida, United States St. Augustine Yacht Sales

Hans Christian Full Keel Cutter US\$159,500 *

48 ft / 1987 Marina Del Rey, California, United States Chuck Hovey Yachts- Newport Beach

Live Video TourRequest Info

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 fixed and portable fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
- 2. Assure the vessel has all legally required carriage items including a personal flotation device (wearable and throwable), sound signaling device, distress signal flares (current and approved) and a current copy of the navigation rules.
- 3. Assure navigation lights are properly functional and visible per federal and national rules. The steaming light is obstructed by the radar, the functionality of the tricolor light is unknown, and the rigger reports the lens on several lights should be replaced.
- 4. Properly secure the primary anchor, it appears to be connected with an electrical wire in a temporary fashion.
- 5. Maintain the EPIRB per the manufacturer's recommendations.
- 6. Maintain the life raft per the manufacturer's recommendations.
- 7. Service and prove the man-overboard strobe properly functional and able to be deployed with a flotation device.
- 8. Service and prove the forward cabin CO / smoke alarm functional and provide a CO / smoke alarm for the saloon and forward cabin.
- 9. Assure the bilge pump is properly functional and the controls for the pump are properly labeled. Currently the sump pump is controlled by the bilge pump circuit breaker.
- 10. Clean the fuel filter bowls and fuel as necessary.
- 11. The aft head discharges directly, modify as necessary.
- 12. The aft discharge through hull valve functioned questionably, service or replace the valve.
- 13. Address deficiencies with the sail system, including rust on shrouds and follow the riggers recommendations.
- 14. Address the deteriorated mast step.
- 15. Service and prove the Tank Tender tank level device properly functional and provide a key to translate inches to gallons.
- 16. Either replace the fuel fill hoses, particularly the original hoses, or prove them suitable for continued use. There are various types and ages of hoses.
- 17. Address reverse polarity condition at the outlet in the forward head and in the galley. Assure all outlets potentially exposed to water have GFCI protection including outlets in the engine room, heads and galley.

- 18. Replace wingnuts used at forward battery terminals with steel nuts and lock washers. Comply with ABYC recommendations.
- 19. Address corrosion on the light fixture in the port forward locker in the saloon. Repair or replace and eliminate the cause.
- 20. The DC voltmeter and its control switches on the panel are not properly functional, service or replace.
- 21. The battery voltage was low per the engine voltmeter and the inverter display, assure the batteries and charging system are suitable for continued use or address appropriately.
- 22. The forward and aft berths were wet during the survey, determine and eliminate the cause, and repair as necessary.
- 23. Properly label all circuit breakers.
- 24. Much of the wiring is original, some wiring has been added and the wiring is disorganized behind the distribution panel and in the engine room. We encourage an inspection by a qualified technician and upgrading the installation to comply with ABYC recommendations.
- 25. The distribution panel falls off its hinges easily when opened, address to eliminate this condition.
- 26. The back of a water heater is exposed forward in the engine room, cover the electrical connections.
- 27. The navigational electronics are antiquated and there are several issues, many are listed under electrical system comments above. Assure the vessel has suitable and functional navigational electronics, including proper redundancy, for the area of intended use.
- 28. The HVAC units are inoperative, service and prove them properly functional or eliminate liability associated with these units.
- 29. The teak side decks are apparently original; the cabin top teak has reportedly been replaced. All of the teak is thin and the side decks exhibit wear, address as necessary.
- 30. There is significant osmotic blistering on the hull bottom, either repair or monitor and repair as desired.
- 31. Properly repair and repaint the hull bottom, the anti-fouling paint is thin and failing.
- 32. The aft cabin is deformed overhead about the mainsheet traveler, assure the traveler is appropriately installed and reinforced. Repair the crack near the aft head door. Monitor for continued issues and address if necessary.
- 33. Address the loose AC electrical outlet cover and light fixture in the locker to starboard aft in the saloon.
- 34. Display the documentation number on a fixed structural member of the vessel and bring aboard the current Coast Guard documentation or temporary documentation as applicable.
- 35. Determine the cause of the cracks on either side of the butterfly hatch, more significantly to port, eliminate the cause and repair the cracks.
- 36. The teak deck in the cockpit is loose, address appropriately.
- 37. Address the corrosion and staining on the heat exchanger's discharge fitting aft on the engine, eliminate the cause, repair or replace components as necessary. Remove corrosion and staining to allow detection of future weeps or leaks.
- 38. Address the fluid leak at the steering actuator and refill the reservoir with a proper level of fluid and pressure. Test and prove the system functional.
- 39. The forward motor mount is corroded, repair or replace and eliminate the cause.

- 40. The generator mixing elbow exhibits a weep stain, eliminate the cause, repair or replace as necessary, address corrosion on and below the mixing elbow, including cleaning and painting to allow detection of future weeps or leaks.
- 41. Determine why the engine took an extended time to start and address appropriately. Determine if it should require an electric fuel pump and address if necessary.
- 42. The generator would not start, service and prove it properly functional.
- 43. The propeller was dull when percussion tested and exhibits minor runout, address appropriately.
- 44. The exhaust and adjacent hoses aft of the rudder are cracked and soft, replace as necessary.
- 45. The engine throttled up on its own, eliminate the cause of this condition.
- 46. Determine the source of the smoke about the engine and eliminate the cause.
- 47. Cover the exposed refrigeration compressor fan located below the galley sink.
- 48. There was no propane tank aboard the vessel, upon bringing propane aboard assure that the system is vapor tight and installed in compliance with ABYC and NFPA recommendations. We encourage installation of a propane alarm.
- 49. A toggle switch near the anchor washdown is seized and loose, and the system was not tested. Address the loose switch and prove the system functional.
- 50. Address the corrosion and salt crystals on the waste overboard discharge through hulls forward.
- 51. Properly secure the electrical outlet in the forward cabin, it is loose.
- 52. There is a plugged through hull to port in the engine room with no handle on the valve, assure the valve is properly functional.
- 53. Provide a tool for moving the lids to the sea strainers in the engine room.
- 54. The propeller shaft exhibited a wobble at the shaft seal, determine the cause and address appropriately.

SECONDARY

- 1. The forward shower has been sealed, address as desired.
- 2. The gasket and seals about the deck hatches and port lights are aged, address appropriately. Assure any water leaks through these components are eliminated.
- There are cracks visible about the deck and superstructure, the location of many are listed under hull and structure comments above. Address as necessary or desired.
- 4. There was an accumulation of water on the sole by the engine room door, eliminate the cause and repair any damage.
- 5. Maintain the brightwork as desired. Varnish is failing on wooden components about the deck.
- 6. Determine why water accumulated at the base of the mast and address as desired or necessary.
- 7. There is minor paint damage on the cabin top forward of the dodger, address as desired.
- 8. The mount for the removed figure head remains installed and there is a gap between the mount and the hull, eliminate any liability and remove for cosmetic reasons if desired.
- 9. Eliminate the source of moisture in the locker below the bench in the forward cabin, dry the area to allow detection of future weeps or leaks.

- 10. There are numerous minor anomalies internally, including cracking of finishes, gaps in doors, etc. Many of these conditions are listed in hull and structure comments above. Address as desired.
- 11. There is flexing in several areas including: between the bulkhead for the forward cabin and the cabin top, on the bulkhead and several doors will not shut properly. Address the root cause(s) and repair the resulting damage.
- 12. The insulation in the engine room is failing, remove the failing insulation and install insulation as desired.
- 13. There is discoloration about the base of the bow sprit and a crack on top, address these conditions as necessary.
- 14. Replace the missing glass in the barometer.
- 15. Several of the LED indicators on the electrical distribution panel are missing or inoperative, address appropriately.
- 16. There are numerous inoperative lights throughout the vessel, many are listed under electrical system comments above, address as desired.
- 17. Determine the purpose of the electrical cord with a plug near the inverter, it had no power. Eliminate any liabilities.
- 18. There is a circuit breaker below the aft berth, assure that it is properly installed and label the circuit breaker.
- 19. The stereo volume fluctuated, and all functions of the stereo were not tested, address as desired.
- 20. Address the rust on the terminal board on the right side behind the electrical distribution panel. Eliminate the cause of the rust and replace or clean components.
- 21. Replace the missing support for the butterfly hatch and repair the damaged support.
- 22. Wood below the saloon dinette is cut, apparently from a water heater, address as desired.
- 23. There is a gap and cracking about the forward saloon cabin top support, address the cause.
- 24. Service and prove the engine sump pump properly functional, it was not pumping water.
- 25. The aft head flushes using freshwater and a valve adjacent to the head allows water to run as long as the valve is open, modify appropriately.
- 26. There is low water pressure in one valve in the aft head sink, address appropriately.
- 27. There was water in the generator's drip pan and to starboard of the engine noted during the sea trial, determine the source, eliminate the source and dry the area to allow detection of future weeps or leaks.
- 28. Address the rust on the engine's circulating pump.
- 29. Modify the cockpit drain through hull valve to starboard of the engine which does not shut fully (due to another through hull impeding the valve). Assure the through hull valve can fully shut.
- 30. The following components were not tested: bilge pumps, emergency tiller, water maker, fuel valves, tender, outboard lift, bbq grill, manual bilge pump, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).

"Removed" 1987 Hans Christian 48 / cutter Page 16 of 16 File # 21 – 20011web

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.

Kell Chintian

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

MANI

By: Mr. Kells Manthei, SAMS SA

March 11, 2021

Date

March 11, 2021

Date