Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed

Date of report: April 19, 2021

Current owner: Removed

Report #: 21 – 20038web

This inspection was performed upon the request of the client listed above on April 14, 2021 while the vessel was hauled at The Boatyard and afloat at Anchorage at Marina Harbor Marina, Marina Del Rey, CA and the captain, the broker, the primary clients, the current owner and a host of others 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:	G.DE Vries Lentsch Jr.	U.S. Doc. #:	Removed
Model/type:	Motor Yacht	HIN:	Removed
Year:	1953	Engines:	Two Detroit Diesel
Length:	70'5"	Name:	Removed
Draft:	5'1"	Hailing port:	Malibu, CA
Beam:	16'	Weight:	110,000lb (travel lift's scale)
* reported by owner		Displacement:	unknown

HULL & STRUCTURE

Keel & bottom: Steel construction material, keel, round chimes, black anti-fouling paint

Topsides & transom: Steel construction material, upper and aft lower rub rails, white paint with black boot stripe

Decks & superstructure: Steel supports, teak main deck, wood and aluminum components (on flybridge)

Deck hardware: Aft deck bit, two aft cleats, two foredeck cleats, bow bit, forward side safety rails (bow open), set of forward chocks, flybridge windscreen, foredeck and forward cabin top hatches

Longitudinals/stringers: Steel longitudinals

Athwartships/bulkheads/frames: Steel frames

Layout/interior components: Flybridge has boat deck aft and helm forward, hatch and steps to starboard forward from flybridge to pilothouse, helm on centerline forward in pilothouse, upper salon aft, down and aft is aft deck with starboard door and steps to upper salon. Wing doors on both sides of pilothouse, steps to starboard forward from pilothouse to lower salon, engines below lower salon with sole hatch access, aft from lower salon is passageway with owner's cabin aft, center aft island berth, door to port aft with steps to aft deck to port, port bench seat, ensuite head to port forward, cabin to starboard without outboard berth, head to port, forward from lower salon and down two steps is galley with galley appliances to port and bench to starboard, forward and down two steps is cabin with berths on both sides and head forward.

Bilge: Holding fluid

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom appears in satisfactory condition, however, there are many visible inserts and there is marine growth over a significant portion of the bottom. There are pits in the welds at the edges of several of the inserts and apparent metal erosion on the struts. The current owner reports the bottom was painted in May of 2019, the paint is at the end of its service life. There is rust visible in the bow thruster tube. Two of the zinc plates are deteriorated completely. There is rust on the bottom of the swim platform supports. The hull sides were visually inspected and randomly sounded. The hull sides are in satisfactory structural and

cosmetic condition. There are various and numerous cosmetic/paint anomalies including rust staining, cracks and blistering. There are two visible paint cracks on the starboard hull side just below the deck forward of amidships. There is rust staining and blistering about the rub rails and blistering about the port lights and scuppers. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory – marginal condition. The teak deck is aged and weathered, the caulking has been replaced on the foredeck but not on the aft deck. There is extensive damage to the varnish externally. There is corrosion to the deck supports in the lazarette overhead, some of the corrosion has been painted over. There is rust at the edge of the deck throughout and under the cap rail aft. There is rust and apparent separation from the corrosion byproducts on both sides of the superstructure forward on the aft deck. There are vertical cracks on both sides, more significantly to port. There is corrosion visible on the superstructure supports (near the deck) visible forward of the aft deck on both sides. There is rust staining visible overhead in the forward cabin and forward head. The deck in this is teak planks on steel frames (and will most likely leak). 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 – marginal condition. A wooden support outboard aft of the flybridge sun pad and plywood forward of the sun pad are deteriorated. There is termite kickout forward of the sun pad. There is no canvas on the bimini bow. There is moderate paint damage about the flybridge helm console. The flybridge hatch lens (plexiglass) is cracked. The flybridge bench seat cushions are deteriorated. There is termite kickout to port below the flybridge console and about the flybridge bench seat. There is corrosion on the bow rail stanchion bases. The longitudinals, athwartships, and bulkheads were visually inspected. The structural reinforcements appear to be in "as-built" condition. We did not pull up all carpets and all floor covers to inspect all structural reinforcements and many are covered by ceilings. The bilge is holding fluid in various places. There is fluid and corrosion inboard of the port propeller shaft seal and about the bilge pump in this area. The origin of the fluid is beyond the scope of this survey. There is fluid in the engine room bilge and higher waterlines (indicative of prior water accumulation). There are stains in the engine room bilge. There were corrosion byproducts and a "chunk of metal" on top of the port generator. There is "new" insulation above the generator. There is termite kickout to port aft in the engine room. There are light rust stains and fluid in the lazarette, and higher waterlines. There is fluid in the galley bilge. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good – excellent cosmetic condition. The current owner is a designer and has put the interior together well. There is minor wood damage below the windshield. There is staining on the side liner below most of the port lights throughout the vessel including in the owner's cabin. There is mold/mildew below the starboard cabin berth. There is water damage to wood forward of both salon side windows. There is water damage about the galley windows. The wood is cracked aft of the starboard galley window on the interior. Miscellaneous cushions are stained. We did not see the documentation number displayed and we did not see a copy of the Certificate of Documentation aboard. This survey is not a mould inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Two Detroit Diesel model 6072A, 200 h.p. @ 2000 rpm, hour meters – port 6051 and starboard 5154

Engine application: Diesel, six cylinders, inboard

Serial numbers: Port 6A – 32164, starboard 6A – 32163

Transmissions: Tags illegible (GM)

External/peripherals: Suitable application, satisfactory installation

Engine controls: Micro-commander electronic controls, MMC servos in engine room to push/pull cables to engines, flybridge and pilothouse stations

Exhaust systems: Wet system, metal standpipes at engines, flexible hoses, fiberglass water lift mufflers, aft hull side discharges

Propulsion gear/shaft logs: Flexible couplers, multi section propeller shafts with internal couplings and bearings, PYI dripless seals, 36 x 28 three blade bronze counter rotating propellers, 2.5" diameter stainless steel propeller shafts, two steel struts per shaft

Steering system/rudder ports: Hydraulic system, Marol pump, steel packing glands, metal rudders, flybridge and pilothouse stations

Ventilation: Engine room fan

Generator: Starboard 12 Kw Northern Lights, model no. M843/12N, serial no. 8432-1917, port 5 Kw Northern Lights, model TF II 18B, serial no. 6433-7265, model M643-5N

Through hulls & components: Two sea chests with bronze (apparently) valves, Marelon valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, single and double clamped connections

Bilge pumps: Rule 2000 submersible auto pumps: one below each engine, one forward of aft cabin, two in galley bilge

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. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. There were several problems with engine instrumentation. The starboard flybridge tachometer is inoperative and we could not read the port temperature or starboard oil pressure gauges. The port pilothouse transmission temperature gauge is inoperative. The engines were started cold and started quickly. Wide open throttle was 1800 rpm to port and 1900 rpm to starboard per

the tachometers and the top speed was 11 knots in moderate seas. There was smoke about the port engine's exhaust manifold underway. The engine's synchronizer gauge "bounced". The flybridge engine start and stops were not labeled, they did function. We did not record engine hours following the sea trial, hours recorded were prior to the sea trial. The engines were reportedly rebuilt by Cesar Soza, the mechanic who did the mechanical survey. The time of the rebuild and hours since rebuild are beyond the scope of this survey. The water injection hose between the starboard engine and the exhaust is damaged. The starboard engine's sea water pump is leaking water on to the transmission. There is light corrosion and salt particles on and below the port engine's sea water pump. There is a rusty hose clamp on the bottom of the port engine's sea strainer. The engine controls functioned normally. The exhaust system is properly arranged and installed. There are doublers (repairs) on the starboard engine's standpipe and rust stains on the exhaust blanket below. There are rust weeps from the starboard engine's exhaust discharge fitting in the lazarette. 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 and observed while underway. Overall the propulsion components appear satisfactory. There is visible erosion on the struts, primarily at the welds. The propeller sizes are labeled per "last repair". The propellers are likely original and have markings from Holland. There was some water leaking from both shaft seals underway. There is some corrosion below both shaft seals, much more significantly to port. The steering system was visually inspected and test operated. The steering system did not function normally. The steering was mostly accomplished from the lower helm. The pilothouse steering wheels would not move the rudders when switching direction until three or four complete turns. The rudder angle indicator was unreliable. The mechanic reported knowledge of a steering fluid leak at an unknown location in the owner's cabin. Accessibility to the upper helm pump, to fill it with fluid, is difficult. The Wagner steering jog stick is inoperative and was reportedly abandoned. The auto pilot did not function properly and displayed a "no rudder response" error message. The engine room blower was not tested. The generators were visually inspected. The starboard generator was loaded. The port generator was only briefly test operated by the mechanic and was not loaded. The starboard generator functioned normally. The starboard generator's exhaust hose is cracked. There is a fuel stained absorbent rag below the starboard generator. There is a putty repair on the starboard generator's external exhaust elbow (through the sound box) and rust stains on the exterior of the sound box below this elbow. The insulation inside the port generator's sound box is failing. The starboard generator functioned normally. The through hulls were visually inspected and the main sea chest valves were manipulated. There were numerous through hulls visible from below the boat, many were not accessed on the interior of the boat. There are several Marelon through hull valves which are unused and plugged, including one outboard of the starboard shaft seal (below the starboard forward locker in the owner's cabin). The through hulls are in satisfactory condition (where seen). The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. Most of the electric bilge pumps were energized with their float switches. The pump below the starboard engine did not energize with its float switch. There is an unused hose to port in the lazarette, its prior function is beyond the scope of this survey. There were no capacity, make or model labels on the davits and the suitability of their use with the tender is beyond the scope of this survey.

Summary: Satisfactory

TANKAGE

Fuel: Galley and engine room centerline tanks, all tank locations unknown, 1,600 gallon capacity (per listing)

Fill & vent: Deck fill fitting to starboard on aft deck, one per side amidships and one to port forward of amidships, labeled "Diesel", most fill pipes/hoses not accessible

Feed & return: Flexible hoses, valves and Racor filters on forward engine room bulkhead, two electric fuel pumps

Water: One deck fill fitting to port forward of amidships labeled "Water", steel tank in galley bilge forward, unknown capacity

Holding: Plastic tank on centerline forward in lazarette, deck fitting to starboard on aft deck gunnel, two deck fittings to port forward of amidships, labeled "Waste", plastic tank in forward cabin bilge, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. No tank diagram was seen, all plumbing was not traced. 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. All fuel hoses are not labeled per US convention, a few were. There is debris in the Racor filter bowls. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. After the vessel was hauled we ran out of water pressure. A mechanic aboard had maintained the vessel for many years previously and stated that the water pressure pump was an AC pump. He plugged the vessel into shore power and the water returned. We did not note the AC water pressure pump, but did see a DC water pressure pump. The waste macerator discharge pump aft is inoperative. There is a "waste" odor in the galley bilge. There is a hose on a reel to port below the flybridge console, its function and purpose is beyond the scope of this survey. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 50A/125/250V inlet on port hull side amidships, shore power cord, 120 volt system

DC system: Duralast 27DP-DL 12 volt wet cell battery aft of starboard generator, eight 8 volt wet cell batteries in secure and covered boxes to starboard forward in engine room, three battery switches to starboard forward in engine room, eight North Star NSB M12-210 sealed batteries to port forward in engine room, two West Marine dual purpose 1280 wet cell 12 volt batteries between engines, three battery switches aft in engine room, West Marine 15020191 wet cell 12 volt battery forward DC of port generator, two maintenance free batteries (labels not visible) to port in lazarette in secure and covered plastic box, 12, 24, and 32 volt system, two West Marine 15020274 batteries in secure and covered plastic boxes in galley bilge

Wiring: Multi-strand wires

Circuit protection: Distribution panels to starboard forward in engine room, to starboard forward in aft cabin and in galley bilge, GFCI outlets and devices

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. The condition and age of the batteries is beyond the scope of this inspection. The vessel has an extensive number of batteries. Wet cell batteries between the engines are not contained in boxes. Wingnuts are used on several battery terminals. The stack of batteries to port forward in the engine room has many of their terminals exposed. The cover was off several batteries boxes. Welding cable is used for battery cable. The wiring is not well organized below the pilothouse helm console. Wire nuts are in use below the pilothouse helm console and near the engine control boxes between the engines. The over current protection devices are scattered through the vessel. There are unsecure fuses inboard of the starboard engine. There is a pump with a short tube connected to port of the lazarette, its purpose is beyond the scope of this survey. There are a few unused wires including in the port lazarette and in the forward head. All functions of the Kabola heater were not available, there was no heat in the salon or the galley. The forward head heater did not blow air. Near the end of the survey we found at least two heater circuit breakers in the off position (in the galley bilge). The end fitting on the shore power cord appears unusual and does not have a cover. The shore power inlet has heat damage. The starboard side of the windlass reportedly been disconnected and the portside would not power down. It would drop down in the free spool mode and power up slowly. There is minor corrosion on the spotlight and it was not tested. The electronic compass on the flybridge is inoperative. The Datamarine device on the flybridge is heavily weathered and did not energize. The plotter indicated that the vessel was on land, but the speed functions seemed accurate. There was no power to the ICOM IC-M700HF transceiver. There was no depth information on the multimeter. The response on the VHF (on channel 27) was not good. Inoperative lights include starboard aft in the engine room, two overhead and one reading light in the starboard cabin. The AC volt meter, hertz meter and ammeter, to port of the pilothouse console did not function with shore power. We did note at least the volt meter functioned with the generator. There are exposed tube lights in the engine room and in the galley bilge.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I 2005 in aft deck locker, type A size II, type B:C size I (2018) tag in pilothouse, in starboard cabin and to starboard in salon

Fixed fire system: Model 200CG Halon 1301 in engine room, tag date July 2018, fire pump

Flotation devices: 29 adult type II, life sling

Horn/distress flares: Two airhorns, two canister airhorns, flared expired in 1989

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

Anchor & ground tackle: Two Forfjord anchors, chain rode (unknown specifications)

Other equipment: Survitec 6 person life raft with service due July 2018, ship's bell, highwater alarm

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. No current distress signal flares are aboard. Suitable sound signaling devices were seen. Navigational rules were seen. Waste and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. The starboard navigational light is inoperative. The ground tackle including the anchors and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. The life raft does not have current certification.

Summary: Marginal

LP GAS SYSTEMS

Tanks: Two tanks below flybridge sun pad

Devices: Reducing regulator, pressure gauge, electric solenoid valve, galley stove

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 alarms. The stove burners do not have thermo couplers. The solenoid control suggests that there is a propane alarm, but we did not see the sensor.

Summary: Satisfactory

ACCESSORIES

Internal sea strainers, AC and DC engine room lights, Kabola Heating system type B17, air compressor with pressure accumulator tank, oil change system, Charles iso boost 50 insolation transformer, oil and trash placard, Newmar PT-25 battery charger, Jabsco 18590-2092 electric waste macerator discharge pump, "transom" door, aft deck shower, electric stern capstan, fold out table on aft deck, two tender davits (no labels), Zodiac YL380DL rigid hulled inflatable tender with HIN XDC454BJE304 equipped with a 40h.p. Honda outboard engine with serial no. BAY533025(?), spotlight, radar post, bimini top bows, KVH Azimuth 100 electric compass, flybridge engine instrumentation includes tachometers, temperature and oil pressure, rudder angle indicator, Datamarine device (illegible), flybridge helm seat, Samsung TV, salon sofa, chairs and table, salon wet bar, pilothouse engine instrumentation includes tachometer, pyrometer, hour meter, engine

temperature, engine oil psi, transmission temperature, transmission oil pressure, amp and volt, four tank level gauges, two windshield wipers, engine synchronizer gauge, rudder angle indicator, Ritchie compass, volt meter, Raymarine E120 multi-function device with radar/plotter/sounder, Furuno GP-7000F sounder, Icom IC-M700 HF transceiver, Horizon MD150 multi, Icom IC-M422 VHF, Furuno fathometer, side power bow thruster, Simrad AP26 autopilot, sacrificial anodes on rudders, propeller shafts, four on keel and aft on hull bottom, eight "cathodes" near keel, cable tv inlet, two drum windlass (unlabeled), foredeck spigot, Icom AT-120 antenna tuner, Village Marine water maker, generator controls and instruments to port of helm, AC ammeter, hertz and volt meters, binoculars, pilothouse helm chair, windshield defogger, Samsung TV and Sony DVP-n550 DVD in aft cabin, owner's head includes spa tub, vacu-flush head and sink, Tank watch 4 holding tank level gauge, NAD stereo system with RDS stereo tuner C422, CD charger T522, amplifier C272 and amplifier C375BEE, three original lifting windows, Viking 4 burner LP stove, Zephyr Typhoon stove hood, Viking electric oven, Miele G8325C dishwasher, microwave oven, galley sink, sub zero 24GRP refrigerator and freezer (illegible label), garbage disposal, two Torrid MV-20 water heaters, LaMarche ASE-40-32V-AI battery charger, ParMaxplus (Jabsco) 82600-0092 fresh water pressure pump and pressure accumulator tank (signature 2000), freeze unit under starboard forward berth, forward head has vacu-flush head

SUMMARY

The vessel is a steel motor vessel equipped with two diesel engines and two diesel generators. The vessel was designed by Ed Monk and built in Holland. The current owner reportedly purchased the vessel in 2005 in Seattle. The engines were reportedly rebuilt by Cesar Soza. The details of the rebuild is beyond the scope of this survey and operating hours since rebuild are unknown. The age of the generators are unknown. The current owner reportedly had the hull bottom painted and an ultra sound performed in May 2019. The broker and captain disclosed that the steering was not properly functional during a test operation the day prior to the survey and the autopilot did not function. The vessel was inspected in its slip, underway offshore Los Angeles, CA and while hauled. The vessel is basically structurally and mechanically sound. The vessel has more than the usual number of deficiencies. The current owner is a designer and the interior appearance of the vessel is good. Upon completion of the recommendations on this survey, and the mechanical survey, the vessel should be suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Satisfactory

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

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
$500,000	$3,500,000	N/A

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

Explanation of value opinion: The value is based primarily on the soldboats.com reported sale prices and the yachtworld.com listing prices. Vessels of this vintage and type have widely varying values, often depending on appearance. This vessel has a good internal appearance and an overall good external appearance, but it has deferred maintenance and the value accounts for these factors.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
62	Broward Flushdeck Motoryacht	1960	29-Oct-19	160,000	199,000	Seattle, WA, USA
60	Burger Cruiser	1958	15-Nov-19	179,900	199,900	Chester, MD, USA
77	Custom Luhring 78	1961	28-Feb-20	180,325	420,759	Split, Croatia
75	Burger Raised Pilothouse	1958	16-Mar-20	390,000	795,000	Fort Lauderdale, FL, USA
75	Burger Raised Pilothouse	1958	27-Mar-20	390,000	425,000	Fort Lauderdale, FL, USA
78	Gideon TSMY	1962	17-Aug-20	781,864	781,864	Loano, Italy

Custom Tecnavi ClassicRound Aft Vries
US$781,630 *
79 ft / 1984
Palma, Spain
Dolphin Yachts

De Vries Lentsch 68 Motoryacht
US$595,000 *
68 ft / 1953
Marina Del Rey, California, United States
Denison Yachting - Marina Del Rey

Request Info

Price Drop: US$50,000 (Apr 17)

De Vries Lentsch Motorsailer
US$79,000 *
65 ft / 1960
La Paz, Mexico
DQ Yachts LLC

DutchCraft Spierings 20 De Vries Lentsch
US$420,878 *
65 ft / 1970
Tirreno, Italy
Sale Pending
Shiptrade

De Vries Lentsch Kotter V.S.
US$835,743 *
63 ft / 1995
Netherlands
Elburg Yachting BV

Cammenga DE VRIES Trawler
US$589,229 *
61 ft / 1968
Sardaigne, Italy
PAJ Yacht Broker

Custom Dutch Built Trawler 24.50
US$299,514 *
80 ft / 1953
On request, Netherlands
De Valk Sint Annaland

SILVER Ltd
US$781,864 *
80 ft / 1947
Viareggio, Italy
Nauta Yachts Srl

Custom A. Eidsvik
US$895,000 *
80 ft / 1962
Fort Lauderdale, Florida, United States
Sale Pending

Northrop & Johnson Yachts-Ships LLC
Request Info

Burger Flushdeck
US$985,000 *
80 ft / 1959
Seattle, Washington, United States
Crow's Nest Yachts - Seattle

Trumpy Classic Raised PH MY
US$1,995,000 *
80 ft / 1947
Fort Lauderdale, Florida, United States
Luke Brown Yachts - Ft. Lauderdale
Request Info

Graham Bunn 24
US$469,118 *
79 ft / 1956
Piraeus, Greece
Seahorse Yachtbrokers

Tugboat Solimano 78 "Maria Teresa"
US$2,225,304 *
78 ft / 1962
Olbia (OT), Italy
Remarketing Marine Auctions

Rimorchiatore Solimano Italia Classic Motor Yacht
US$3,007,168 *
78 ft / 1962
Liguria, Italy
WE YACHTS S.A.R.L.

Custom Converted tug
US$2,995,139 *
76 ft / 1962
Cannes, France
Monaco Office

Palumbo motor yacht
US$108,258 *
74 ft / 1945
Caorle, Italy
Pedetti Yacht

Van den Akker Archer 6 Motor yacht
US$350,000 *
74 ft / 1955
Thailand
Simpson Marine - Pattaya
Request Info

Berwick Shipyard
US$1,804,301 *
73 ft / 1962
Spain
Yachts for Sale BCN SL

Baglietto Maiorca
US$1,623,871 *
73 ft / 1962
Contact Antibes, France
De Valk Antibes

Trumpy 72'
US$234,423 *
69 ft / 1955
Genova, Italy
Avena & Binelli Yachts

Trumpy motor yacht
US$449,000 *
68 ft / 1954
Stuart, Florida, United States
Rick Obey Yacht Sales
Request Info

Price Drop: US$10,000 (Apr 12)
Classic Ex-BC Forest Service Boat
US$155,000 *
66 ft / 1962
Bainbridge Island, Washington, United States
Olympic View Yachts

William Garden Pilothouse
US$350,000 *
66 ft / 1956
Port Orchard, Washington, United States
Sound Yacht Sales

Custom Nassco T Boat 478
US$99,999 *
65 ft / 1954
Puerto Vallarta, Mexico
Vallarta Yachts Sales & Service

Olson Custom
US$250,000 *
64 ft / 1962
Anacortes, Washington, United States
Cap Sante Yacht Sales
Request Info

Burger 63 Cockpit Motor Yacht
US$184,900 *
63 ft / 1962
Rock Hall, Maryland, United States
Sale Pending
Knot 10 Yacht Sales

Feadship Motor Yacht
US$1,562,819 *
62 ft / 1961
Italy
Sandeman Yacht Company

Trumpy Personal Houseboat
US$340,000 *
61 ft / 1947
Fort Lauderdale, Florida, United States
Rick Obey Yacht Sales
Request Info

Burger 60 Flush Deck Motoryacht
US$250,000 *
60 ft / 1961
Longboat Key, Florida, United States
The Yacht Group at Longboat Key Club Moorings
Request 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. Provide federally required, approved and current distress signals flares.
3. Service and prove the starboard navigational light functional, it did not illuminate.
4. We encourage installation of thermal couplers for the stove's burners.
5. Service and prove the high water alarm properly functional, it made no noise when tested from several senders.
6. We strongly encourage installation of propane and carbon monoxide alarms and encourage the alarms to be interconnected.
7. Determine the source of the "waste" odor in the galley bilge and address appropriately.
8. Clean the fuel filter bowls and fuel as necessary. There is debris in all of the fuel filter bowls.
9. Cover the exposed tube lights in the engine room and in the galley bilge.
10. Service and prove the starboard aft engine room light functional, it was not illuminated.
11. Install all covers for all the batteries, including covers over the terminals for the battery bank to port forward in the engine room to reduce potential for accidental short circuiting.
12. Assure that all wet cell batteries are properly contained and secured in plastic boxes. The batteries between the engines are not in boxes. Battery fluid will damage the steel hull.
13. The over current protection devices including circuit breakers and fuses are scattered throughout the vessel, and the system has been updated over the years. We encourage having the system inspected by a qualified marine electrician, and the location of various components noted, upgrades completed to assure compliance with current recommendations (ABYC) and labels installed for ease of reference.
14. Prove the windlass properly functional, the starboard side is reportedly disconnected and the port side would not lower electrically.

15. The navigational electronics are marginal, there were numerous problems including no response on channel 27 on the VHF and the vessel being on land per the plotter. The HF transceiver did not power up, there is no depth on the multi-function instrument and the Datamarine device on the flybridge is sun damaged and inoperative. Assure the vessel is equipped with at least the minimally required navigational electronics for the area of intended use, ideally information will be available at both helm stations to include chart plotter and radar and a functional VHF will be available at each station.
16. Replace the heat damaged shore power inlet.
17. Improve the organization, bundling and securing of wires as applicable, particularly below the pilothouse helm.
18. Clean fluid from the bilge in various locations including the engine room, galley, and shaft seal area. Eliminate any source of fluid.
19. Remove corrosion from the bilge below both shafts, more significantly more visible to port, carefully inspect and address appropriately. Paint the area to reduce future corrosion.
20. There was termite kickout noted in numerous locations, consult with a qualified exterminator, exterminate termites and clean kickout to allow detection of any future infestations. Kickout was noted to port aft of the engine room, to port below the flybridge console, about the flybridge bench seat and forward on the flybridge sun pad.
21. There is corrosion on and a "chunk" of metal on top of the port generator. Determine the cause, eliminate any water leaks, repair any damage, clean and paint the top of the generator to allow the detection of any future issues. There is "new" insulation above the generator.
22. Address the corrosion on the supports for the superstructure visible from the exterior of the vessel forward of the aft deck on both sides.
23. Address the corrosion on the deck supports, this is visible in the lazarette and in the forward cabin and head. Where the deck is visible from below. It likely exists in other locations where the overhead is covered.
24. The teak decking is weathered, the caulk has been addressed on the foredeck. Service/replace components on the teak deck as necessary. The teak deck is prone to leaking.
25. There are numerous paint issues about the vessel including many areas of blistering, paint failure and rust on the hull sides, address as desired.
26. There is rust visible under the cap rail around the bullworks on the aft deck and around most of the wood deck to steel support interface, address as necessary.
27. There is rust, corrosion and separation visible at the aft end of the superstructure at the forward end of the aft deck, this includes vertical cracks visible on both edges, more significantly to port. Address the root and repair the damage as necessary.
28. There is deterioration of the wood about the sun pad on the flybridge, including outboard aft at the support and forward at the plywood vertical member. Determine the extent of the deterioration of wood components on the flybridge and address appropriately.
29. Provide and install canvas on the bimini as desired.
30. Replace the water injection hose between the starboard engine and its exhaust, it is damaged at both ends near the hose clamps.

31. Service both engine seawater pumps to eliminate any weeps or leaks, more significantly apparent to starboard. Clean the top of the starboard transmission where it is rusted from this leak.
32. Replace the starboard generator's exhaust hose, it is cracked.
33. There is a putty repair and rust stains weeping from an exhaust elbow through the port generator's soundbox. Properly repair or replace the elbow, eliminate any leaks and clean stains to allow detection of any future weeps or leaks.
34. Service and prove the bilge pump below the starboard engine functional in the automatic mode, it did not energize with its float switch.
35. Properly address any damage to the port engine's sea strainer, it currently has a rusted hose clamp around the bottom.
36. The steering system is not properly functional and when changing direction takes three to four turns until the rudders begin to move. Service and prove the steering system properly functional. It was reported that there is a hydraulic leak in the owner's cabin, assure that the system has no leaks.
37. Service and prove the rudder angle indicator properly functional, it was not accurate.
38. Determine the capacity of the tender davits and assure they are suitable for lifting a tender or address appropriately.
39. There were numerous problems with engine instruments including foggy instruments and inoperative instruments, service and prove all engine instruments and alarms properly functional.
40. The autopilot was inoperative, service and prove it properly functional.
41. There was smoke about the port engine's exhaust manifold underway, address appropriately.
42. Bring aboard the current US Certificate of Documentation and display the documentation number on a fixed structural member of the vessel per the code of regulations.
43. There are numerous inserts visible on the hull bottom and apparent corrosion about the welds, determine the significance and extensive damage and address appropriately.
44. There is rust visible in the interior of the bow thruster tube, determine the extent of corrosion and address appropriately.
45. There is mold and mildew visible in several locations including below the starboard cabin berth, address the cause and mold if/as necessary.
46. There is heavy marine growth of the hull bottom, properly repair and repaint the hull bottom.
47. Properly label the flybridge engines starts and stops.
48. There is corrosion on the welds for the struts, determine the extent and significance and address appropriately.

SECONDARY

1. Assure all loose and unused wired are deenergized or removed including wires in the forward head and to port in the lazarette.
2. There were malfunctions with the heating system, at the end of the survey at least two breakers were found in the off position, assure the components are properly energized, test and prove the system functional or address as desired.

3. Replace the cracked plexiglass lens in the flybridge hatch.
4. Address the deterioration to the flybridge bench seat cushions.
5. Assure the sacrificial anodes on the hull bottom are replaced as necessary, two were completely deteriorated.
6. Address the rust on the swim platforms supports, rust is visible from below.
7. Address the corrosion at the base of the bow rail stanchion bases.
8. Address the wood damage below the windshield as necessary.
9. There is water staining on the sideliner below the port lights in the owner's cabin and below many of the port lights and windows, eliminate any weeps or leaks and address damage as desired or as necessary. Remove staining to allow detection of any future weeps or leaks.
10. There is wood cracked aft of the starboard galley window (interior), address the causes applicable and repair the damage.
11. There are miscellaneous stained cushions throughout the vessel, often indicative of water leaks, address water leaks and clean cushions as desired.
12. Depending on findings of the ultrasound inspection, consider having the hull bottom sand blasted for a more thorough inspection and service at an appropriate boatyard.
13. We did not see an AC freshwater pressure pump the pressure ran out during the survey and was restored when the vessel was connected to shore power. Determine the reason for the loss of water pressure and if there are both AC and DC pumps determine how to switch between them.
14. Determine the function of the hose on a reel to port below the flybridge console and utilize or eliminate any liability.
15. Repair of replace the macerator waste discharge pump and prove it properly functional.
16. All of the fuel hoses are not labeled per US convention and the age and the condition of the hoses is beyond the scope of this survey. Either replace hoses or assure they are suitable for continued use.
17. Assure that the AC meters by the generator control panel are functional and we encourage providing meters for use with the shore power system.
18. Welding cable is used for battery cable, either replace with cable designed and intended for this application or monitor and replace as necessary. Welding cable is prohibited by ABYC recommendations.
19. Replace wing nuts used on battery terminals with steel nuts and lock washers. Comply with ABYC recommendations.
20. Replace wire nuts used on stranded wire connections with butt connectors or terminal boards. Wire nuts were seen below the pilothouse helm and near the engine control servos in the engine room.
21. Determine the prior purpose or intended purpose of the pump to port in the lazarette, a short tube is connected to the pump, return it to function as desired.
22. Provide and install a weather cover for the shore power cord connection.
23. Address minor corrosion on the spotlight as necessary and prove it functional, it was not tested.
24. Service and prove the electronic compass properly functional.
25. Service and prove the ICOM IC-M700 HF transceiver properly functional, it did not power up.
26. Service the various inoperative lights including the three lights in the starboard cabin properly functional.

27. Clean the staining from or replace the starboard engine's exhaust blanket to allow detection for any future weeps or leaks.
28. Remove the fuel stained absorbent rag below the starboard generator, determine if any fuel is leaking and address any leaks.
29. Replace the failing insulation in the port generator's sound box.
30. Determine the prior purpose of the unused hose to port in the lazarette and eliminate any liabilities associated with this hose.
31. Address the rust weeps from the starboard engine's exhaust discharge fitting in the lazarette. Eliminate any weeps or leaks and clean stains to allow detection of any future weeps or leaks.
32. The Wagner steering jog sticks are inoperative, assure there is no liability associated with these components. Return them to use as desired or as possible.
33. There were an extensive number of through hulls visible on the hull bottom, below the waterline, at the waterline and above. They were not all accessed and inspected internally. Several through hulls are Marelon type valves with plugs. Access and inspect the interior of all through hulls and address any deficiencies.
34. The engine synchronizer gauge "bounced", service and prove it properly functional as desired.
35. Clean stains from the bilge where they exist to allow detection of any future weeps or leaks, paint any exposed metal to prevent future corrosion.
36. The varnish on the exterior of the vessel is aged and damaged, address as desired.
37. The condition of the tender is beyond the scope of this survey, there was mold on the tender cover and water accumulated on the aft deck.
38. The following components were not tested or inspected: large refrigeration compressor and freezer below forward berth, engine room blower, all electrical outlets, all entertainment components, dishwasher, microwave oven, water maker, inverter, window defogger, all carpets were not pulled and all bilge spaces were not accessed, spa tub, bilge pump forward of aft cabin, spotlight, small generator (briefly energized by a mechanic), generator instrumentation, oil changer, tender, outboard engine, all pumps and valves, fire pump, 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.

Christian & Company, Marine Surveyors, Inc.

Kells Christian

April 19, 2021

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

Date

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com