

C & V SURVEY

Condition & Valuation

Client:	Removed for privacy	Date of report:	March 20 th 2006
		Our file #:	06 - 25160
Location:	Baja Naval Av. De la Marina 10 Ensenada 22800 Baja California, Mexico	Date of inspection:	March 16 th 2006

VESSEL DESCRIPTION

Builder:	Viking	Documentation #:	Removed for privacy
Model/type:	Sportfisherman	Engine/MFG:	(2) Detroit Diesel 225 h.p.
Year:	1976	Port Model:	1043-7303 (4-71)
Length:	40' 4" *	Serial numbers:	P – 4A273417
Draft:	3' 6" *		S – Not visible
Beam:	14' 6" *	Type of instal. :	Diesel, inboard, turbo-charged, 4-cylinders, freshwater cooled
Name:	<i>Removed for privacy</i>	Generator:	Portable gasoline Coleman
HIN:	Removed for privacy		5500
Hailing Port:	Removed for privacy		

HULL & STRUCTURE

The vessel was inspected while hauled. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of molded fiberglass. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears satisfactory. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears marginal externally and faulty internally. Vessel's external colors are white. Below waterline through hull fittings appear satisfactory. The vessel is equipped with one manual and four electric/automatic bilge pumps that appear satisfactory and the bilge is dirty and oily. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears faulty.

Summary: Satisfactory

MACHINE SYSTEMS

Engines' external surfaces appear marginal and exhibit soot and oil leaks. Engine hour meter was not seen. Motor mounts appear satisfactory with some corrosion. Cooling systems appear satisfactory. Fuel systems and components appear satisfactory. Exhaust systems and components appear marginal. Electrical systems and components appear satisfactory – marginal. Engine control systems appear satisfactory and shaft

logs appear satisfactory. Steering control systems appear satisfactory and rudder ports appear satisfactory. Propulsion components appear satisfactory. Waste systems and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Marginal – Satisfactory

FUEL SYSTEM

There is an unknown capacity in two tanks, located in bilge forward and aft of engines. Fuel tank surfaces, where visible, appear satisfactory and the securing mechanism appears satisfactory. The fuel fill, vent, feed and return lines and components appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cords, inlets and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feeds are protected with circuit breakers. Battery arrangement appears satisfactory. Batteries are not equipped with a disconnect switch. DC wiring appears marginal. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear marginal. Wire organization and arrangement appears marginal.

Summary: Marginal – Satisfactory

SAFETY AND LIFE SAVING

Vessel has a CO2 and two dry chemical portable fire extinguishers tagged in 3/04. Vessel has a fixed fire suppression system with expired certification. The safety components include: ten PFDs and one throwable PFD; distress flares with expired certification; one anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory – marginal.

Summary: Marginal – Satisfactory

LP GAS SYSTEMS

Vessel is equipped with LP gas that fuels the galley range. Tanks external appearance were not seen.

Summary: N/A

DOCKING

The vessel was inspected at its normal slip location.

Summary: N/A

ELECTRONICS, TENDER(S), ACCESSORIES

Accessories include: Tuna tubes, flybridge bimini top, Lowrance Global Nav II GPS, Airguide compass, Lowrance X70 bottomscope, flybridge engine instruments include 2-digital tachometers, 2-volts, 2-water temp. and 2-oil pressure, 2-fuel level gauges, stereo, Raytheon R21 raster scan radar, Horizon Eclipse+ VHF, 2-pedestal chairs, outriggers, radar arch, bait tank, Sea Wolf electric windlass, anchor plank and roller, small davit with manual winch, tender chocks on foredeck, fighting chair, Colman cooler, 2-aluminum water tanks, 2-30A/125V shore power inlets, shore power cord, water pressure inlet, cockpit water spigot, 2-Murphy switches by engines, Coleman 5500 portable gasoline generator, water pressure pump with accumulator tank, Humminbird CVR1000 bottom scope, 2-AC voltmeters, AC source selector switch, CruisAir air-conditioner, AIWA CDC-X207 CD/stereo, Lewco 1240 ACD battery charger, lower helm engine instruments include 2-digital tachometers, 2-oil psi., 2-water temperature and 2-volts. Raytheon Ray 55 VHF, Magic Chef LP range, GE microwave oven, double stainless steel sink, Philips refrigerator, electric head, shower enclosure, diesel fuel and hot water heating system, Tank Tender tank level indicator

SUMMARY

The vessel is a fiberglass sportfisherman equipped with two diesel inboard engines. The vessel was used as a charter fishing vessel in (removed for privacy). The vessel appears to have been heavily used and the maintenance has been deferred. The vessel is in rough overall cosmetic, mechanical and electrical condition. While the vessel may be functional it does not appear to be safe for use as a sportfishing vessel in its current condition. Upon completion of the recommendations the vessel should be so suited.

Overall Summary: Satisfactory – Marginal

VALUES		
ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$70,000	\$550,000	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. The actual cash value is best determined by a thorough market search to determine what vessels are available on the market, followed by negotiations between the interested parties. 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.

C & V Form Key: All systems are rated based upon their appearance, ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

RECOMMENDATIONS

1. Both propeller shafts are in contact with the shaft tubes. The vessel was inspected while hauled, the shape may change when launched. Align the engines or otherwise modify as necessary to eliminate the contact and repair any damage.
2. Either repair the blisters on the hull bottom or monitor and repair as necessary. The hull bottom was dry and thus the visibility of blisters was limited. There are several dozen blisters per side over 2" in diameter; some are over 3" in diameter. I suggest repairing blisters over 2" in diameter as a matter of maintenance.
3. The port navigational light's lens is faded, replace it.
4. Replace the cracked and deteriorated life ring.
5. Provide and install hose clamps at the starboard exhaust hose connection to the transom, no hose clamps are currently installed.
6. The raw water pressure hose connection to the starboard transom interior is loose, properly make this connection.
7. All plumbing and related components were not traced, tested or inspected. Trace and inspect and service all plumbing components including seawater, freshwater, fuel and exhaust.
8. The steering reservoir was low on fluid and has no pressure gauge. Refill the reservoir and provide a pressure gauge if/as suggested by the manufacturer.
9. The aft bilge pump's float switch is secured with one screw, provide and install a second screw to properly secure the float switch.
10. Provide and install a suitable cap or threaded plug for the generator's through hull. The generator has been removed from the lazarette.
11. The bronze propeller shaft packing glands are not fully inserted into the pedro hoses (flexible hose couplers), fully insert them and properly secure them.
12. Clean the excessive soot and oil from the engine room, service to eliminate any exhaust and oil leaks.
13. Service to eliminate the cause of the wood deterioration above the starboard turbocharger, repair the damage as necessary.
14. Service to eliminate the cause of the metal corrosion outboard and aft of the starboard engine, clean corroded metal, service or replace as necessary.
15. I strongly encourage upgrading the wiring on the vessel, particularly in the engine room and below the flybridge console. The wiring should be better organized and secured. Dead ended wires should either be removed or they should be proved de-energized.
16. As a portable gasoline generator is aboard the vessel either do not use this component aboard the vessel or exercise extreme caution with respect to hazards such as gasoline spills, gasoline fumes, carbon monoxide and upset or movement of the generator itself.
17. Reinstall the loose furniture in the saloon.
18. Provide and install a suitable cover for the exposed electrical box to starboard forward in the engine room.
19. Replace the raw water supply hose to the air-conditioner in the starboard forward engine room. The hose is cracked near the through hull.
20. The vessel has a propane stove but I did not see the propane bottles. If propane is aboard the vessel assure installation is in compliance with applicable A.B.Y.C. and N.F.P.A. recommendations.
21. Remove the unused battery on the galley sole.

22. Replace the black hose, which has its reinforcement wire penetrating its outer laminate just aft of the forward bilge pump.
23. Remove the corrosion from the windlass solenoid and electrical components in the anchor rode locker, service or replace components as necessary.
24. Certify the fixed and portable fire extinguishers per N.F.P.A. recommendations.
25. Provide current distress signal flares.
26. Assure the vessel is either registered or documented and display the proper identification.

NOTES

1. The port propeller shaft is secured with two nuts, the starboard propeller shaft is secured with one nut, modify the starboard propeller shaft to comply with applicable A.B.Y.C recommendations and industry standards.
2. There are numerous unused hoses in the vessel, including in the lazarette. Assure the hoses are not open to the seawater and present no hazard to the vessel or remove the hoses.
3. The lower steering station has been removed.
4. The engines, transmissions and their related gauges and controls were not tested. No sea trial was performed.
5. The pressed wood countertop in the head is deteriorated, replace and clean below.
6. The galley sole appears "buckled" address as necessary.
7. The steering shelf exhibits deterioration address appropriately.
8. The small longitudinal member between the stringers, aft in the lazarette, exhibit deterioration address appropriately.

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. The submitting of this report should not be construed as a warranty or guaranty of the condition of the vessel, nor does it create any liability on the part of Christian & Company or the individual surveyor. 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. This inspection was performed for the expressed purpose of obtaining insurance, and should provide the information necessary for underwriting purposes, if any additional information is required, please contact the undersigned. This survey report is not intended for use as a "buyer's survey".

Christian & Company, Marine Surveyors, Inc.

By: Mr. Kells Christian, Surveyor

Date