

# Christian & Company

MARINE SURVEYORS

## C & V SURVEY Condition & Valuation

Date of report: March 14, 2025

Client: [REDACTED]  
[REDACTED]

Our file #: 25 – 21355

Current owner: [REDACTED]  
[REDACTED]

This inspection was performed upon the request of the client listed above on March 13<sup>th</sup>, 2025 while the vessel was afloat in [REDACTED] San Diego, CA. The weather conditions were cloudy. The client and the undersigned marine surveyor attended.

### Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by the 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 engines, 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 the 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 electrical schematic was conducted. Specifications were taken from published sources and measurements, if made, should be considered approximate. Recommendations are based on federal and state regulations, industry standards and/or surveyor's own personal experience. Market value is based on research of available new/used comparable vessels, with consideration of the geographic area where the vessel is located and reported sales prices where available. The surveyor will refer to and may reference Code of Federal Regulations (CFRs), National Fire Protection Agency (NFPA) and American Boating and Yacht Council (ABYC) recommendations (and/or other sources) as the surveyor deems reasonable but not all of these regulations and recommendations will be applied nor should this report be relied upon as full compliance with them. 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, reviewed and signed by the client details the terms governing this marine survey.

**VESSEL DESCRIPTION**

Builder:	Egg Harbor	Doc. #:	971075
Model/type:	36 / sedan	Engines/MFG:	Two Cummins 6BTA300-2800
Year:	1978	Serial numbers:	P – 60221073 S – 2LB010800
Length:	38'	Type of instal. :	Diesel, six cylinder, turbocharged, aftercooled
Draft:	2' 9"	Generator:	One Onan
Beam:	15'	Gen model:	Unknown
Name:	“EGG VENTURE”		
HIN:	EGG36421M78H		
Hailing port:	Los Angeles, CA		

**HULL & STRUCTURE**

The vessel was inspected while afloat. The hull bottom was not inspected and randomly sounded. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of molded fiberglass. Coring is unknown. Vessel’s structural reinforcements are fiberglass encased stringers, unknown. Bulkheads are constructed of plywood. Structural reinforcements were randomly sounded. The overall condition of the hull structure appears satisfactory. The vessel’s weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel’s external colors are white gelcoat with red and black boot stripes. The through hull valves were visually inspected and the valves were manipulated. Below waterline through hull fittings are bronze material, are bonded and appear satisfactory. We were unable to move the valves for the engine seawater intakes. The waste overboard discharge through hull valve is in the closed position to prevent the accidental discharge of waste. The vessel is equipped with two Rule 2000 submersible automatic bilge pumps located forward in the engine room and forward. The bilge pumps appear satisfactory. The bilge pumps were energized with their float and toggle switches. The bilge pumps functioned normally. The bilge is holding minimal water. The ventilation system consists of one blower and natural ventilation and appears satisfactory. The blower was energized and functioned normally. General housekeeping appears satisfactory.

**Summary: Satisfactory**

**MACHINE SYSTEMS**

The engines’ external surfaces and peripheral components appear satisfactory and exhibit no rust, oil or coolant leaks. The engine hour meters exhibit 1,891.1 (port) and 1,817.7 (starboard) hours. The engines were tested and the transmissions were shifted into gear. Motor mounts appear satisfactory. Cooling system appears satisfactory – good. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory. Electrical system and components appear satisfactory. The transmissions are Twin Disc MG506, ratio 1.50:1 with serial numbers 3E3818 (starboard) and port tag is illegible. The transmissions appear satisfactory. The engine control system appears satisfactory, and shaft logs appear satisfactory. The propellers



were not inspected. The propeller shafts are 1 3/8” diameter, stainless steel material. The propeller shaft seals are bronze packing glands. Overall, the propulsion components seen appear satisfactory. The steering system was visually inspected and test operated. Steering control is a hydraulic system with two helms. The rudder ports are bronze packing glands and appear satisfactory. The rudders were not inspected. Overall the steering system appears satisfactory. The generator was visually inspected, test operated and loaded. The generator’s surfaces and motor mounts appear satisfactory – good. Generator’s peripheral components and systems appear satisfactory. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory**

**FUEL / TANK SYSTEM**

There is 270 gallon fuel capacity in two aluminum tanks located one per side in the cockpit bilge. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear satisfactory. Fuel shut off valves are located at manifold forward in the cockpit bilge and appear satisfactory. There is unknown freshwater capacity in one plastic tank located on centerline in amidships bilge. There is unknown waste holding capacity in one plastic tank located to port of center amidships in utility room.

**Summary: Satisfactory**

**ELECTRICAL SYSTEMS**

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feeds are not protected with fuses or circuit breakers. The AC electrical system is 120 volts. The DC electrical system is 12 volts. Batteries include six Duracell SLTGC125 6V wet cell secured on centerline aft in engine room, two Deka 1231MF maintenance free batteries. The batteries are properly secured and ventilated. Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. The DC wiring appears satisfactory. The navigational electronics were energized and tested for basic functionality. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory. The electrical distribution panel is located to starboard and contains branch AC and DC circuit breakers. The vessel is not equipped with GFCI outlets.

**Summary: Satisfactory**

**SAFETY AND LIFE SAVING**

Portable fire extinguishers include one type B:C size I located by starboard berths (2020), two type A size II, B:C size I located aft in salon (2024) in starboard locker and in forward cabin (2015). The vessel includes no carbon monoxide or smoke alarms. The safety components include: three adult type I, four adult type II, four adult type III PFDs and one throwable PFDs; distress flares with current certification (2027); sling spare and claw primary anchors with chain and line rode that appears satisfactory – good. The

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vessel includes a suitable first aid kit. Navigational and anchor lights were energized and appear good. Vessel has a suitable sound signaling device. Vessel has a current copy of the navigation rules. Vessel has an oil placard, a garbage placard and a waste management plan. Other safety equipment includes a whistle.

**Summary: Satisfactory**

### LP GAS SYSTEMS

The vessel is equipped with LP gas, which fuels the galley range. The tank’s external appearance is good and it is properly secured. The tank is located inside the flybridge helm console. Ventilation appears satisfactory. Tank valves were opened and an odor was not noticed. Feed line is equipped with a reducing regulator, pressure gauge, electric shutoff solenoid valve and feed lines appear good.

**Summary: Satisfactory – Good**

### DOCKING

The vessel was inspected at its normal slip location. Lines condition and arrangement appears good. Boarding hazards appear insignificant. All entry points are reportedly kept locked.

**Summary: Satisfactory – Good**

### ACCESSORIES

Rod holders, raw water washdown, cockpit bait tank, Simrad autopilot, Danforth compass, flybridge engine instruments include two tachometers, oil pressure, water temperature, volts and transmission oil pressure, Simrad G07 XSR multifunction device with plotter/sounder, Simrad NSE12 multifunction device with radar/plotter, Icom IC-M330 vhf radio, Poly Planar speaker, two fuel level gauges, two rotating helm chairs, foredeck tender davit with electric winch, Lewmar electric windlass, U-line ULN-BI95BTP-03 ice maker, galley includes sink, Norcold DE0041 refrigerator and Princess Gourmet II three burner LP range, A.O. Smith water heater model ELSF 10 917, Shurflo 4901-4212 freshwater pressure pump, Sony CDX-GT70HD stereo, Mastervolt 12/35-3 inverter/charger, Xantrex Pro XM1800 inverter

### SUMMARY

The vessel is a fiberglass sportfisherman equipped with two diesel engines and a diesel generator. The vessel was built in Egg Harbor, New Jersey. The client reported that he purchased the vessel in Long beach, California in late 2011 or early 2012. He reported that the engines were repowered approximately 16 years ago and the heat exchangers and aftercoolers were recently serviced by Coleman Marine Diesel. The age of the generator is unknown. He reported that in the last year he has reinforced some areas of

[REDACTED]



**VALUES**

<b>FAIR MARKET VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
\$32,000	\$710,000	N / A

The fair market value is the surveyor’s opinion of value, which 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 of the vessel is based on the data below which includes Soldboats.com reported sales prices, boats.waa2.com, yachtworld.com and boats.com current listing prices below. The data was reviewed, the condition and location of the surveyed vessel have also been considered. The surveyed vessel is the first current listing below from boats.waa2.com, it is the only vessel in our data with a teak cockpit deck, others are fiberglass. The 1976 Pacifica (\$210,000 8/2024, San Diego, CA) was repowered in 2019, its generator was replaced in 2017, is equipped with a Seakeeper 5 gyroscopic stabilizer, has new electronics and updated interior, putting it at the high end of the comparable data. The 1977 Hatteras (\$120,000 9/2024, Newport Beach, CA) was repowered in 2006, has a refit interior, has newer electronics and sold with a tender. The 1980 Egg Harbor 36 (\$57,000 7/2023, Alameda, CA) is also currently listed for \$59,000 in Alameda, CA, which was repowered in 2014 with remanufactured Perkins engines, has newer electronics and the hull was painted in the last few years. The 1985 Egg Harbor 33 listed for \$59,900 in San Diego, CA is a smaller model, which generally holds less value than larger; it is equipped with similar sized diesel engines and a generator. The 1980 Egg Harbor 33 listed for \$25,000 in Charleston, SC is equipped with gasoline inboard engines, gas engines typically have less value than similar sized diesel engines. The data includes vessels located outside the west coast, vessels that sell on the east coast generally sell for less. The surveyed vessel, while it has some newer electronics and “comfort of life” equipment, is in below average condition compared to the vessels in our data.

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*"EGG VENTURE"*  
1978 Egg Harbor 36

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Length	Make/Model	Year	Price	Name	Boat Location
37 ft	Tollycraft 37 Convertible	1976	US\$69,000	\$56,000 (12/2024)	Gig Harbor, WA
35 ft	Bertram Sport Fisherman	1978	US\$50,000	\$22,000 (12/2024)	Oxnard, CA
36 ft	Pacifica Flybridge	1976	US\$215,000	\$210,000 (8/2024)	San Diego, CA
37 ft	Hatteras Convertible	1977	US\$125,000	\$120,000 (9/2024)	Newport Beach, CA
37 ft	Hatteras 37 Convertible	1979	US\$42,900	\$31,000 (2/2025)	Southport, NC
37 ft	Hatteras 37 Convertible	1979	US\$49,500	\$35,000 (9/2023)	North Myrtle Beach, SC
36 ft	Egg Harbor Sportfish	1980	US\$69,900	\$57,000 (7/2023)	Alameda, CA

**1978 Egg Harbor 36**  
**\$34,995 San Diego, CA**

**1985 Egg Harbor 33 Sedan | 39ft**  
**San Diego, California**  
**US\$59,900**

**1979 Egg Harbor Convertible | 36ft**  
**Alameda, California**  
**US\$59,000**

**1980 Egg Harbor 33 Sedan**  
**\$25,000 Charleston , South Carolina**

**1981 EGG HARBOR**  
**\$59,000 South Carolina**

**This survey is for the express purpose of appraisal. It is not meant as a buyer's survey.**

[REDACTED]

**RECOMMENDATIONS**

We do not include recommendations on appraisals.

**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. This survey report is not intended for use as a “buyer’s survey”.**

Christian & Company, Marine Surveyors, Inc.



March 14, 2025

By: Mr. Kells Manthei, SAMS SA

Date

