

SOCIETY OF ACCREDITED  
MARINE SURVEYORS

THE EXCELSIOR YACHT GROUP NFPA, ABYC, IAMI, RYA/MCA  
Marine Surveyors & Consultants

**CONDITION & VALUE SURVEY**  
**Insurance & Marina Acceptance**

Client: [REDACTED] Date of report: August 18, 2025  
Address: [REDACTED] Our File #: A-08182025  
Phone#: [REDACTED]

This inspection was performed upon the request of the client above on August 15, 2025, while the vessel was afloat at [REDACTED] Marina del Rey, CA 90292. The client listed above did not attend the inspection.

**VESSEL DESCRIPTION**

|                    |                    |                             |                  |
|--------------------|--------------------|-----------------------------|------------------|
| <u>Builder:</u>    | Catalina           | <u>REG#:</u>                | CF 1973 GX       |
| <u>Model/type:</u> | C-27               | <u>HIN:</u>                 | Not Seen         |
| <u>Year:</u>       | 1973* (model Year) | <u>Engine # &amp; MFG.:</u> | Tohatsu Outboard |
| <u>Length:</u>     | 27'-0" *           | <u>Name:</u>                | Here & Now       |
| <u>Draft:</u>      | 4'-0" *            | <u>Displacement:</u>        | 6,550 lbs *      |
| <u>Beam:</u>       | 8'-10" *           | <u>Travel Lift:</u>         | Not hauled       |

*\*Per specification sheet*



## **HULL & STRUCTURE**

**Keel & Bottom:** Molded fiberglass construction, unknown core, bolt on external lead ballast keel, viewed from the interior areas & dock only

**Topsides & Transom:** Molded fiberglass construction, unknown core, white gelcoat stern white gelcoat hull sides, red stripes, red boot top

**Decks & Superstructure:** Molded fiberglass construction, unknown core, white painted nonskid deck surface, white gelcoat trims, raised saloon deck house

**Deck Hardware:** Stainless steel stanchions, single lifeline, wood grab rails, stainless steel bow and stern rails, deck cleats, one (1) forward deck hatch

**Longitudinals / Stringers:** Fiberglass encased, unknown core

**Athwartships / Bulkheads / Frames:** Plywood bulkheads

**Layout / Interior Components:** The cockpit has center pedestal steering and U-shaped seating. Below decks the galley is found to port side with stainless sink and electric stove top. The salon has cushioned bench seating to port and starboard sides with table. Forward is the V-berth with hanging lockers. Forward and to starboard side is the head with porta potty. Aft and to starboard is the quarter berth.

**Bilge:** Holding minimal water

**Comments:** The vessel was inspected while afloat only. The vessel was not taken out on a sea trial with the surveyor on board. The hull bottom and keel were visually inspected as possible from the dock and interior bilge areas only. The vessel was not hauled. The hull sides and transom were visually inspected and randomly sounded while the vessel was afloat. The hull sides and transom appear in satisfactory structural and cosmetic condition. However, there are some dings, gouges, and scrapes, on the hull sides and transom. The hull sides are dull/oxidized. The deck and superstructure were visually inspected and randomly sounded and appear in a structurally satisfactory condition. However, the decks exhibits signs of wear. The deck hardware including the safety rails, mooring devices, and hatches were visually inspected, and the hatch was opened and closed. Overall, the deck hardware appears in satisfactory condition. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear satisfactory. The condition of the coring material within the stringers, decks, and elsewhere as applicable, is beyond the scope of this inspection. The interior cabin spaces are generally neat and orderly. Overall, the cabin spaces are in satisfactory cosmetic condition.

**Summary:** Good

## **MACHINE SYSTEMS**

**Main Engines:** Nissan out Board (inboard engine removed shaft log sealed)

**Engine Application:** Gasoline, outboard, transom mounted, raw water cooled

**Serial Numbers:** Not seen

**External / Peripherals:** Suitable application, satisfactory installation

**Engine Controls:** Single handle twist lever

**Transmission:** Out board

**Exhaust Systems:** Out board

**Propulsion Gear / Shaft Log:** N/a

**Steering System / Rudder Post:** Wood tiller handle, fiberglass encased rudder

**Ventilation:** Natural

**Through Hulls & Components:** One (1) Marelon construction, One (1) bronze ball construction ball valves

**Seawater Systems:** Reinforced hoses, single and double clamped connections

**Bilge Pumps:** Automatic electric

**Comments:** The outboard engine was visually inspected and test operated in the slip. The outboard engine appears good. The external surfaces and peripheral components of the engine appear good. The engine controls appear properly arranged and installed. They functioned normally when test operated. The engine exhaust system appears properly arranged and installed. The propulsion components, including the propeller shaft, and shaft seal were visually inspected. They appear satisfactory-good. The steering system was visually inspected as possible, and test operated. The steering system appears satisfactory-good. The ventilation systems appear satisfactory. The through hulls were visually inspected. The forward bronze through hull valve exhibits sign of corrosion. The sea water systems were visually inspected as possible and were tested. They appear satisfactory-good. The bilge pump is not functioning.

**Summary:** Good

## **FUEL SYSTEM**

**Tanks:** One (1) plastic 5 gallons, old fuel tank under aft bed, 20 gallons\*

**Fill & Vent:** Flexible hoses, double and single clamped

**Feed & Return:** Flexible hose type USCG- Type A1, double and single clamped

**Comments:** The fuel system including the tanks fills, vents and supply lines were visually inspected as installed. The fuel system, where visible, appears satisfactory-good. The condition and age of the fuel and the integrity of the tanks is beyond the scope of this inspection. Please consider filling all of the fuel, water, for a simple practical test of their integrity.

**Summary:** Good

### **ELECTRICAL SYSTEMS**

**AC System:** Extension lead, to plugs

**DC System:** Two (2) group 27, 12-volt, not contained or secured, aft cockpit locker

**Wiring:** Multi stranded wires

**Circuit Protection:** Not seen (extension directly to battery charger and out lets)

**Comments:** The electrical system, including the one battery, wiring, circuitry components, and circuit protection equipment was visually inspected only. Overall, the electrical system appears marginal. The electric automatic bilge pump is not functioning, and the batteries are not contained or secured. The battery charger is not secured and connected directly to an extension cord. There is no overcurrent protection for the batteries. The 12 Volt batteries were visually inspected as installed. The condition of the batteries is beyond the scope of this inspection.

**Summary:** Satisfactory

### **SAFETY AND LIFE SAVING**

**Portable Fire Extinguishers:** One (1) ABC dry chemical, out of manufacture date 1998,

**Fixed Fire System:** N/A

**Flotation Devices:** Not seen

**Horn & Distress Flares:** Distress signal flares out of date, signal air horn on board

**Navigational & Anchor Lights:** Port and starboard bow mounted lights, steaming light, anchor light on mast

**Anchor & Ground Tackle:** One (1) Danforth anchor chain and line rode,

**Other Equipment:** Not seen

**Comments:** Safety equipment for firefighting protection is out of manufacture date. The floatation devices were not seen on board. The signal distress flares were not seen on board. The hand-held signal horn was seen. The navigation lights are properly arranged and installed. They were not test operated and should be before leaving the dock. There are no smoke or carbon monoxide detectors on the interior. The ground tackle, including the anchor and chain rode, was visually inspected as installed and appears satisfactory-good. The entire length of the chain rode was not inspected at the time of this survey and should be inspected prior to use.

**Summary:** Good

### SAILING SYSTEM

**Mast & Rig Type:** Aluminum deck stepped mast, aluminum spreaders, aluminum boom, sloop rig

**Standing Rigging:** Stainless steel multi-stranded wires with swage end fittings, forestay, backstay, two (2) lower shrouds per side, one (1) upper shroud per side

**Hardware:** Two (2) Barlow # 22 & #16 cockpit winches

**Sails:** Mainsail, roller furling head stay

**Comments:** The sailing system, including the mast and associated rigging components, was visually inspected from the deck only. The vessel was not taken out on a sea trial with the surveyor on board. The sails were not opened or inspected and no rigging components were inspected aloft. The advantages of having the sailing system inspected by a qualified rigger were discussed with the client.

**Summary:** Good

**Cockpit:**



### ACCESSORIES

Navigational & Operational Electronics: Horizon VHF marine radio (not functioning)

On Panel: Tachometer, oil pressure, water temp

Galley Equipment & Cooking System: Eclectic hot plate, sink

General Equipment: Battery charger, sail covers, porta potty

Interior View:

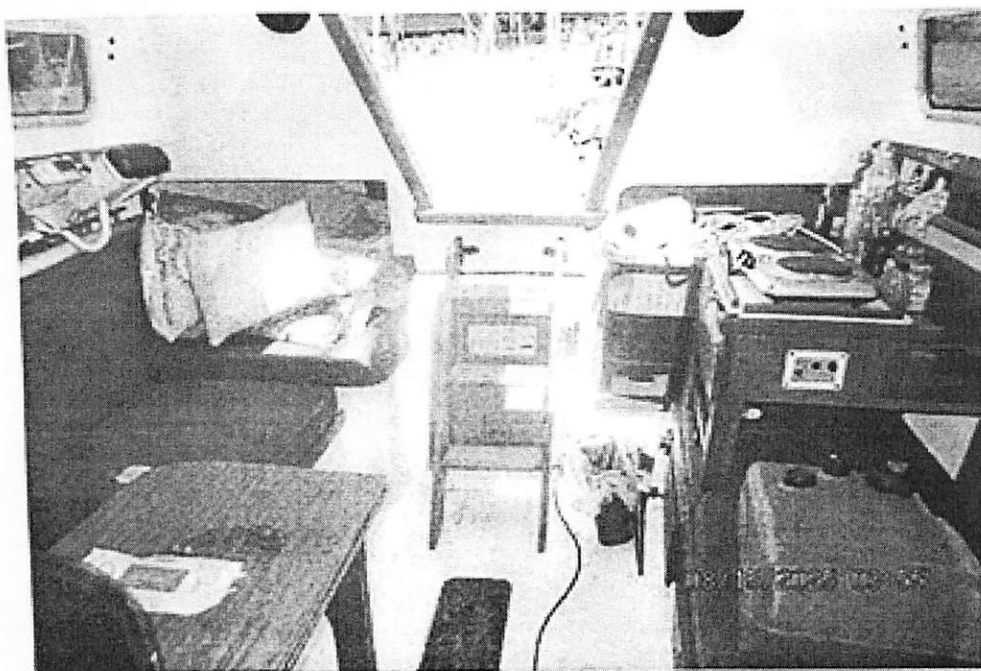


### SUMMARY

The vessel is a sloop rigged sailing vessel equipped with one out board gasoline engine. The vessel is in satisfactory-good condition overall. The maintenance log was not obtained. A disclosure statement from the owner stating that there have not been any significant events while he or she has owned the motor yacht, (fires, submersions, collisions, etc.), was not obtained. The owner appears to keep the vessel well maintained, electrically, mechanically, and cosmetically. The vessel appears to be structurally sound, and upon completion of the recommendations the vessel should be suitable for its intended purpose as a near coastal sailing vessel. This is not a mechanical or pre purchase survey.

#### Overall Summary: Satisfactory-Good

Interior View:



## VALUES

### ACTUAL CASH VALUE

\$ 5,000  
Five Thousand  
Dollars  
(after recommendations completed)

### NEW REPLACEMENT VALUE

\$ 80,000  
Eighty Thousand  
Dollars

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. No values include maintenance costs, storage or tax.

Standard Form Key: All systems are rated based upon their appearance, ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.  
ABYC is American Boat & Yacht Council, NFPA is National Fire Protection Agency,  
USCG is United States Coast Guard, CFR is Code of Federal Regulations

Stb Side:



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## **REMARKS & RECOMMENDATIONS**

### **Compliance:**

- 1) There are no carbon or smoke detectors on the interior. Install smoke and carbon monoxide detectors as per the NFPA & USCG regulations.
- 2) The portable fire extinguishers are out of manufacture date. Install in date amount and type as per the USCG regulations.
- 3) The PFDs were not seen on board. Install PFDs as per the USCG regulations.

### **Repairs & Recommendations:**

- 1) The 12 volt batteries are not contained covered or secured. Contained covered and secured the 12 volt batteries.
- 2) The 12 volt batteries do not have any overcurrent protection. Install overcurrent protection-fuses/breakers, as per the ABYC E-11 recommendations. Consult with a marine electrician.
- 3) The battery charger is not secured and connected directly to an extension lead. Install over current protection breakers as per the ABYC E-11 recommendations. Secure the battery charger. Consult with a marine electrician.
- 4) There is a 30 amp shore power cord connected directly to an extension lead. Install an ABYC approved 30 amp 120 volt inlet with double pole breakers as per the ABYC E-11 recommendations. Consult with a marine electrician.
- 5) There is corrosion on the forward through hull valve. Remove the corrosion and repair or replace as necessary.
- 6) The keel bolts exhibit signs of rust. Remove the rust and inspect. Repair or replace as necessary.

### **Notes:**

- 1) Test operate navigation lights before leaving the dock.
- 2) The VHF radio was not test operate. Test operate before leaving the dock.

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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 guarantee of the condition of the vessel, nor does it create any liability on the part of The Excelsior Yacht Group or the individual surveyor. This is not a mechanical survey. 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 or marina acceptance, 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".

The Excelsior Yacht Group, Marine Surveyors

*Chris Shearman*  
Capt. Christopher Shearman, AMS

8/18/2025  
Dated

