

**APPRAISAL**

Client: [REDACTED]  
[REDACTED]

Date of report: April 24, 2023

Our file #: 23 – 20745

Current owner: Client

This inspection was performed upon the request of the client listed above on April 21<sup>st</sup>, 2023 while the vessel was afloat at [REDACTED] California in sunny weather conditions. The client and Kells Manthei (surveyor, SAMS SA) 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 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, 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 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:    | Luhrs        | Doc. #:           | 934363                      |
| Model/type: | 360 Offshore | Engine/MFG:       | Two Perkins 6.354           |
| Year:       | 1973         | H.P. per:         | Unknown                     |
| Length:     | 36' 6"       | Serial numbers:   | Not seen                    |
| Draft:      | 4' *         | Type of instal. : | Diesel, 6 cylinders         |
| Beam:       | 13'          |                   | freshwater cooled, V-drives |
| Name:       | “Shiptank”   | Hailing port:     | San Diego, CA               |
| HIN:        | LRSH00220473 |                   |                             |

\* Previous survey

**HULL & STRUCTURE**

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of molded fiberglass and above deck structures are constructed of fiberglass over plywood. Coring is unknown. Bulkheads are constructed of satisfactory. 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 blue over white. Below waterline through hull fittings are bronze and are bonded and appear satisfactory. The vessel is equipped with two submersible automatic bilge pumps located aft in the engine room that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of natural ventilation and appears satisfactory. General housekeeping appears good.

**Summary: Satisfactory**

**MACHINE SYSTEMS**

Engines’ external surfaces appear satisfactory and exhibit moderate rust. Motor mounts appear marginal. The transmissions are Walter V-drives (tags partially illegible). Cooling system appears satisfactory - marginal. Fuel system and components appear satisfactory. Exhaust system and components appear faulty. Electrical system and components appear satisfactory. Engine control system appears satisfactory, and shaft log appears satisfactory. Steering control is a hydraulic system with two helms and rudder ports appear satisfactory. Overall the steering system appears satisfactory. The propellers were not inspected. The propeller shafts are 1.5” diameter stainless steel. The propeller shaft seals are bronze packing gland. Propulsion components appear satisfactory. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

**Summary: Satisfactory**

**FUEL / TANK SYSTEM**

There is unknown capacity in two metal tanks located forward aft of the transmissions. 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. Fuel shut off valves are located aft in the engine room and appear



satisfactory. There is unknown freshwater capacity in one plastic tank located to port amidships. There is unknown waste holding capacity in one plastic tank located centerline amidships.

**Summary: Satisfactory**

### **ELECTRICAL SYSTEMS**

The AC shore cord, inlets and connections appear marginal - faulty. The AC wiring and outlets appear satisfactory. The AC main feeds are not protected with a circuit breaker. The AC electrical is 120 volts. The DC electrical is 12 volts. Storage batteries are two 12 volt AGM, four 12 volt wet cell. The batteries are stowed in the engine room and in the forward bilge, are properly secured and ventilated. Battery arrangement appears satisfactory. Batteries are equipped with disconnect switches. The DC wiring appears satisfactory. 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 panel is located aft in the salon and contains branch AC and DC circuit breakers and AC and DC voltmeters.

**Summary: Marginal – Satisfactory**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers include two type B:C size I located in the salon, one type A size II, type B:C size I (inspected 2016). The vessel includes no CO alarms. The vessel includes no smoke alarms. The safety components include: five adult type II PFDs and one throwable PFD; distress flares with expired (04/2023) certification; suitable first aid kit; one Danforth anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear good. Vessel has a suitable sound signaling device. Vessel has an oil placard, a waste placard and a waste management plan.

**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 were found kept locked.

**Summary: Satisfactory**

### **ACCESSORIES**

Garbage placard, oil placard, two 30A 125V shore power inlets, 30A 125V shore power cord, freshwater pressure inlet, Lewmar Profish windlass, foredeck light, bimini top, cockpit floodlights, swim step, boarding ladder, Racor fuel filters with pressure gauges, oil pressure gauge on starboard engine, shaft brushes, bait pump, flybridge engine instruments include two volts, water temperature, oil pressure and tachometers, rudder

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angle indicator, helm chair, galley includes sink, Origo 4100 alcohol stove, Magic Chef refrigerator/freezer, Black & Decker microwave, dinette, lower helm engine instruments include two tachometers, amps, oil pressure and water temperature gauges, two fuel level gauges, rudder angle indicator, Standard Horizon RAM3 vhf, West marine VHF-500dsc vhf, Simrad G09 XSE multifunction device with plotter/sounder, Victron Energy 12V/3000/120 inverter/charger, V-berth, head includes sink, shower and vacu-flush head, Seaward F-1100 water heater

### SUMMARY

The vessel is a composite fiberglass flybridge, pilothouse cockpit motor vessel equipped with two diesel engines with V drives. The vessel was built in Saint Augustine, Florida. The client reported that he purchased the vessel in March 2020 in San Diego, California. He reported that the bottom paint is two years old. He reported that the engines and V drives are original. The vessel was inspected while afloat. The engines were briefly test operated in the slip only, the starboard transmission was touched into gear and no sea trial was performed. The vessel is basically structurally sound and upon completion of the following recommendations should be suitable for its intended purpose as a near coastal cruising vessel.

#### **Overall Summary: Satisfactory – Marginal**

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.

**FAIR MARKET VALUE**  
\$15,000

The fair market 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 fair market 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.

We use market value analysis methodology for determination of value.

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

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

**Explanation of Value:** The value is based on the Soldboats.com reported sales prices, yachtworld.com and boats.com and boattrader.com current listing below. The vessels in the Soldboats.com data are in better condition than the surveyed vessel. The surveyed vessel exhibits deferred maintenance and the machine systems are in poor condition. The surveyed vessel has upgraded navigational electronics and a “new” inverter. The 1972 Luhrs Super 360 that sold for \$64,000 in March 2023 in Anacortes, WA is equipped with twin Chrysler 440 ci gasoline inboard/v-drive engines, “newer” engine instruments, updated wiring, is equipped with upgraded navigational electronics, its hull was stripped and Awlgrip paint was applied in 2014 and is in overall better condition than the surveyed vessel. The 1971 Luhrs 320 that sold for \$12,000 in January 2023 in Lorton, VA is a smaller model that was repowered with twin Crusader engines and is equipped with upgraded navigational electronics. The 1973 Luhrs Sedan that sold for \$17,000 in April 2022 in Long Beach, CA is equipped with twin Crusader engines but has no upgrades to its navigational electronics. Gasoline inboard engines typically hold less value than diesel engines of similar size. The largest contributing factor in our valuation of the vessel is the condition of its systems. The values of vessels have continued to be influenced upward by the Covid-19 induced demand; the future of which is uncertain.

| Length ft | Boat            | Year | Sold Date | Sold Price | Listed Price | Boat Location      |
|-----------|-----------------|------|-----------|------------|--------------|--------------------|
| 36        | Luhrs Super 360 | 1972 | 20-Mar-23 | 64,000     | 69,300       | Anacortes, WA, USA |
| 32        | Luhrs Super 320 | 1971 | 28-Jan-23 | 12,000     | 12,500       | Lorton, VA, USA    |



|    |                                 |      |           |        |        |                          |
|----|---------------------------------|------|-----------|--------|--------|--------------------------|
| 32 | Luhrs 320 Tournament            | 1975 | 29-Aug-22 | 2,500  | 2,500  | Deale, MD, USA           |
| 35 | Luhrs Sedan                     | 1973 | 26-Apr-22 | 17,000 | 19,900 | Long Beach, CA, USA      |
| 34 | Tollycraft Sedan                | 1973 | 11-Mar-23 | 53,816 | 53,816 | Nanaimo, BC, Canada      |
| 34 | Tollycraft 34 Sedan             | 1976 | 21-Jun-22 | 29,528 | 36,837 | Vancouver, BC, Canada    |
| 34 | Tollycraft 34 Sedan             | 1974 | 18-Jan-22 | 34,696 | 40,528 | Madeira Park, BC, Canada |
| 34 | Tollycraft 34' Sedan            | 1970 | 1-Jun-21  | 14,000 | 14,000 | Tacoma, WA, USA          |
| 37 | Tollycraft 37 Convertible       | 1976 | 31-Jan-21 | 20,000 | 40,000 | Seattle, WA, USA         |
| 34 | Tollycraft 34 Convertible Sedan | 1973 | 21-Jan-21 | 21,500 | 24,900 | La Conner, WA, USA       |
| 31 | Bertram Flybridge Cruiser       | 1974 | 14-Dec-22 | 29,000 | 39,500 | Newport Beach, CA, USA   |
| 31 | Bertram Flybridge Cruiser       | 1973 | 15-Aug-22 | 55,000 | 79,000 | Long Beach, CA, USA      |
| 31 | Uniflite Flying Bridge Sedan    | 1973 | 5-Oct-21  | 14,000 | 19,900 | Kailua Kona, HI, USA     |
| 36 | Uniflite 36 Sport Sedan         | 1972 | 21-Jun-21 | 20,000 | 22,500 | Portland, OR, USA        |
| 35 | Bertram 35 Convertible          | 1973 | 21-May-21 | 50,000 | 69,000 | Alameda, CA, USA         |

**Luhrs 36 offshore**

US\$19,999 \*

36 ft / 1973

Chula Vista, California, United States

Simon Yachts, Inc.

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**Luhrs 32 FLYBRIDGE SPORTFISH**

**Freeport, New York**

1974

**\$24,999**

Seller Montauk Yacht Sales

2.

**Luhrs Super 320 Marboro Flybridge Sedan**

**Deep River, Connecticut**

1971

**\$8,800**

Seller Pop Yachts

Price Drop: \$5,000 (Mar 31)

1973 Luhrs Sport Fisherman 32

**1973 Luhrs Sport Fisherman 32**

San Pedro, California 90731

**\$42,500** \$400/mo ⓘ

Seacoast Yachts

**1. Save 1974 Uniflite Sedan Bridge**

**1974 Uniflite Sedan Bridge**

Warwick, Rhode Island 02889



**\$25,000** \$235/mo ⓘ

Offered By: Pop Yachts

2. Save **1970 Uniflite 36**

**1970 Uniflite 36**

Oakley, California 94561

**\$17,000** \$160/mo ⓘ

Offered By: Pop Yachts

1. Price Drop: \$10,000 (Apr 19)

1972 Uniflite Double Cabin Motor Yacht

**1972 Uniflite Double Cabin Motor Yacht**

San Diego, California 92101

**\$29,900** \$281/mo ⓘ

Infinity Yacht Sales

2. Save **1974 Uniflite Sport Sedan 34**

**1974 Uniflite Sport Sedan 34**

Glen Burnie, Maryland 21061

**\$18,000** \$169/mo ⓘ

Offered By: Private Seller





## RECOMMENDATIONS

Recommendations are not a component of this appraisal; however, we have included recommendations after our inspection that we have deemed necessary.

### PRIMARY

1. Maintain the portable fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician and replaced every 12 years (per federal regulations).
2. The shore power inlets have heat damage on one prong, the starboard side is worse. Determine the significance of the heat damage and address appropriately.
3. The port shore power inlet was live with electricity while the starboard side was plugged in. This presents significant liabilities. Determine why the port inlet was live with electricity. Address appropriately to eliminate potential liabilities.
4. The port engine's exhaust is not connected to the turbocharger. Address appropriately.
5. We did not see main AC overcurrent protection. Assure the vessel has proper main AC overcurrent protection per ABYC recommendations.

### SECONDARY

1. Determine the significance of the rust on both engines' motor mounts and address appropriately or as necessary.
2. There is corrosion on both engines' heat exchangers and gasket material is pushed out on the starboard engine's heat exchanger. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks.

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.



April 24, 2023

By: Mr. Kells Manthei, SAMS SA

Date

