

All Island Marine Survey LLC

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July 18, 2024

REPORT OF MARINE SURVEY (Confidential) NUMBER 071824AC

Christopher Norris
P.O. Box 979
Makawao, HI 96768

Dear Mr. Norris,

In accordance with your request for a marine survey of the Pacific Seacraft Crealock 37' sailing vessel, "SOLSTICE," U.S. Coast Guard Document Number 1068270, for purposes of evaluating its present condition and estimating its fair market value and replacement cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on July 18, 2024, while hauled out and resting on blocks and jack stands at The Phoenician dry-dock facility, Kapolei, Hawaii. Christopher Norris was in attendance for the survey.

SCOPE OF SURVEY PERFORMED: The report addresses the condition of the vessel and her equipment on the date of the survey. The examination was conducted in accordance with standard and accepted marine survey practice by tapping, probing, and visual inspection of accessible spaces, without removal of any parts, including fittings or other fixed or semi-fixed items. Filled compartments or otherwise inaccessible areas would also preclude inspection. No determination of stability limitations have been made in this report. Reliance is placed on past vessel service and on periodic owners/masters inspections as to the vessel's continued compliance with comprehensive safety standards and requirements. No warranty, expressed or implied, is made for conditions of equipment, hull, gear, or any other item or aspect of the vessel, other than as stated herein.



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SUMMARIZED CONCLUSION

The vessel was found to be properly designed, well-constructed, in sound condition, and is fit for her intended route and service. The vessel can be recommended for complete operational insurance coverage, pending the completion of the essential recommendations listed on page eleven.

STANDARDS AND CODES FOLLOWED: The following standards have been used as guidelines in the conduct of this survey:

- (1) Title 33 United States Code (USC); Title 33, Code Of Federal Regulations
- (2) The American Boat and Yacht Council (ABYC)
- (3) The National Fire Protection Association (NFPA)

VESSEL PARTICULARS

VESSEL NAME:	SOLSTICE
VESSEL MAKE:	PACIFIC SEACRAFT 37'
U.S. DOCUMENT NUMBER:	1068270
HULL I.D. NUMBER:	PCS37332E898
YEAR BUILT:	1998
BUILDER:	PACIFIC SEACRAFT CORP.
LOCATION:	FULLERTON, CA, USA
LOA / BEAM / DRAFT:	36'11" X 10'10" X 5'6"
DISPLACEMENT:	16,000 LBS
BALLAST:	6200 LBS. (externally bolted lead ballast)
SAIL AREA:	573 SQ. FT.
LAST DRY DOCK:	7/2024 AT THE PHOENICIAN, KAPOLEI, HI
OWNER / VESSEL REPRESENTATIVE:	CHRISTOPHER NORRIS (808) 205-3895
SERVICE:	RECREATIONAL IN HAWAIIAN WATERS
FAIR MARKET VALUE BOAT AND EQUIPMENT:	\$ 140,000.00
REPLACEMENT COST NEW:	\$ 450,000.00

EXPLANATION OF TERMS

Excellent condition: New or like new.

Good condition: Nearly new and showing only minor wear.

Fit for intended service: Adequate for its intended use.

Fit intended use: Suitable for use intended by purchaser/owner.

Serviceable, adequate: Sufficient for a specific requirement.

Appears: Close inspection of the item was not possible, due to constraints such as inaccessibility.

Fair condition: Indicates that the item has some visual defects but is still usable (should be monitored).

Poor condition: May be operable but close to needing renewal.

Powers up: Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.



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VESSEL DESCRIPTION

"SOLSTICE" is a fiberglass single compartment monohull cutter rigged auxiliary sailing vessel. She has a raked bow, overhanging canoe stern, and modified fin keel with keg hung rudder. The aluminum single spreader spar is deck stepped. Auxiliary propulsion is provided by a 50 hp freshwater cooled diesel engine. She carries forty gallons of diesel fuel and ninety gallons of fresh water. The vessel is a heavily built offshore cruising design, well suited for blue water passagemaking. On deck, starting forward are double anchor bow rollers, a genoa roller furling unit, large horned mooring cleats, closed chocks, and electric anchor windlass. Fourteen-inch wide side decks are surrounded by four-inch



molded gunwales topped with a teak cap rails. Stainless steel lifeline stanchions support double courses of lifeline wires that terminate at stainless steel bow and stern railings. The cabin trunk starts nine feet aft of the bow and has ten opening portlights, two watertight aluminum-framed acrylic hatches, stainless steel mast pulpits, two dorade vents, and teak handrails. The cockpit has a pedestal-mounted wheel helm with lighted compass and (3) multifunction displays. The engine instrument panel is mounted on the forward side of the cockpit well. The cockpit bench seating opens aft and on the starboard side for storage. There is a dedicated two-bottle LPG gas locker and stern chain locker below the deck aft. A Monitor self-steering system is affixed to the stern. The cockpit is protected with a stainless steel-framed dodger and bimini top. The bimini top supports two rigid solar panels. Down below, starting forward is an access door to the anchor locker, followed by a diagonal double berth, double hanging lockers to port, and enclosed head with shower to starboard. Further aft is a single settee to port, followed by the forward-facing navigation station and quarter berth. On the starboard side aft of the head is the L-shaped settee that converts to a double berth. This settee has a folding table that stows against the galley sink bulkhead. The U-shaped galley is in the aft starboard corner and includes

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a double stainless steel sink, propane stove with oven, and top-loading reefer. The engine is located under the companionway ladder and is accessed by removing the ladder and attached cover. Additional access to the engine can be gained through the starboard side cockpit locker or by a removable screwed-down panel in the cockpit well. The water tanks are located under the forward and aft berths and the fuel tank is located under the cabin sole amidships.



VESSEL CONSTRUCTION

The hull is solid hand-laid fiberglass reinforced plastic (FRP) using polyester resin and alternating layers of matt and woven roving, to Pacific Seacraft factory specifications. The hull is supported by a full-length liner that is bonded into place at numerous points. The deck is FRP sandwich construction with wood core material. The hull-to-deck joint is a molded bulwark forming a box joint that is finished by a teak cap rail. The deck joint incorporates mechanical and adhesive fastening. The mast is deck stepped and a compression post is fitted into the main bulkhead, which in turn is glassed and bolted into place in the bilge. The cast lead ballast is attached with thickened epoxy and externally bolted with thirteen 3/4-inch stainless steel keel bolts.

MATERIAL CONDITION OF HULL, DECKS, AND STRUCTURES

The vessel was surveyed by hammering, probing, and visual inspection while hauled out and resting on blocks and jack stands. Internal structures were inspected through all accessible hatches and openings. The hull below the boot stripe was painted with black antifouling paint. There was no notable damage. The keel ballast joint was tight. The rudder and skeg were found without damage or evidence of delamination. The rudder had full range to port and starboard and there was no excessive play noted. The decks are FRP sandwich construction cored with wood. The deck finish is factory molded raised diamond pattern gelcoat non-skid and was in overall good condition. I was unable to detect any soft spots or evidence of delamination on the decks or cabin structure. There were no deck leaks noted in the vessel's interior.

The internal hull and structures were mostly inaccessible due to the interior liner. The accessible areas were found in good condition and I was unable to detect any broken or cracked structural members or bulkheads. Engine stringers and fuel tank support structures appeared solidly attached and in good condition. The mast compression post foundation base and supporting bulkheads were found without fracturing or evidence of

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movement. The keel bolts sighted in the forward bilge appeared without excessive corrosion. The keel bolts further aft were under the fuel tank and not accessible for inspection.

The vessel's cleats, stanchions, railing, handholds, winches, and tracks were well backed and solidly connected. The Sunbrella covers for the bimini, dodger, winches, and sail covers were in good condition.

VESSEL SYSTEMS

Propulsion:

Engine: (1) Yanmar Model 4JH2E; serial number 10864; engine hours: meter reads 2556.3; HP: 50 hp at 3600 RPM.

Gauges: Analog gauges for engine cooling water temperature; engine oil pressure; tachometer and engine hours; gauges operational.

Alarms: Engine alarms for low oil pressure and high cooling water temperature.

Engine controls: Whitlock single lever type.

Reduction gearing: Kanzaki Model KBW20; serial #9309; ratio: 2.62:1.

Engine cooling system: Seawater cooled via freshwater heat exchanger.

Exhaust: Wet exhaust injected at riser; Vetus Aqua Lift silencer; provide double clamping for the exhaust hose connections at the input side of the silencer.

Mounting: The engine mounting was in serviceable condition.

Ventilation: Natural.

Propeller shaft seal: Bronze packed type.

General condition/summary: The engine was not operated due to the vessel being hauled out at the time of survey. The engine was in good material condition and the engine compartment was clean and well organized. There was one discrepancy with one of the exhaust hose connections not being double clamped.

Recommendations: Provide double clamping for the exhaust hose connection at the input side of the exhaust silencer.

Fuel System:

Tankage: (1) 40-gallon FRP fuel tank, no leaks noted.

Fill system: On-deck fuel fill, properly capped and marked.

Hoses and piping: In serviceable condition.

Venting: Tank vented overboard.

Tank grounding: Yes.

Fuel filters: Yanmar fuel/water separator primary and engine-mounted canister secondary filters; the fuel shut-off was not readily accessible because the dining table must be removed to access the valve.

Fuel shut-off valves: Located under galley sole amidships.

Summary: The vessel delivery system was in serviceable condition, with exception of the fuel shut-off valves, which were not readily accessible.

Recommendations: Provide a readily accessible fuel shut-off valve to stop the flow of fuel to the engine.

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Thru-Hulls:

Below waterline: Flanged bronze ball valves.

Above waterline: Bronze thru-hull fittings with reinforced double-clamped hoses.

Hoses and clamps: In serviceable condition.

Transducers: Depth and speed sensors, securely connected to hull.

Propeller shaft and rudder seals: Bronze packed type, appeared fit for service.

Summary: The vessel's thru-hull fittings were in serviceable condition.

Recommendations: None.

Running Gear:

Propeller/shaft: (1) 18-inch diameter fixed two-blade bronze propeller; (1) 1" stainless steel propeller shaft, not withdrawn for inspection.

Propeller shaft bearings: (1) neoprene shaft log-mounted cutlass bearing, in serviceable condition.

Propeller shaft log: Bronze shaft log, in good condition.

Skeg: FRP skeg, no damage or delamination noted; rudder shoe found without fractures or damage.

Rudder: FRP rudder, no damage or delamination noted.

Anodes: Zinc anodes on prop nut and rudder with minimal wastage.

Summary: The running gear was in serviceable condition, with exception of the zinc anodes, which need replacement.

Recommendations: None.

Steering:

Primary: Stainless steel pedestal-mounted wheel helm with Whitlock rack and pinion type steering.

Secondary: Monitor self-steering system with emergency rudder.

Emergency tiller: Yes, located in lazarette.

Summary: The steering gear was in good condition.

Recommendations: None.

De-watering Pumps:

(1) 12 vdc Jabsco lift pump; (1) fixed hand-operated diaphragm pump in cockpit.

Bilge alarms: Visual bilge pump activation light indicator at navigation desk.

Summary: The bilge pumps were fit for service.

Recommendations: None.

Electrical System:

12 VDC

Battery banks: (1) West Marine #15020258 dual purpose AGM batteries for engine start circuit; (4) West Marine #15020241 AGM dual purpose batteries for house circuit; batteries marked 11/2023; batteries were properly stowed, well

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vented, and secured against movement; the battery cables were properly sized and fused.

Circuit isolation switches, fuses, ventilation, installation, circuit routing, and suspension: The batteries had individual on/off switches and there was one main on/off battery switch that controlled the entire bank; (16) gang original factory breaker panel located outboard of the navigation station; the electrical installation and applications appeared to be professionally installed.

Charging: (1) engine-mounted belt-driven alternator on the propulsion engine; (2) 200 watt Renology solar panels with (1) NC25A-12 solar charge controller; (1) Lewco 20 amp automatic battery charger.

Power monitoring: Volt and amp meters located at the main breaker panel; (1) Victron Energy digital volt meter.

120 VAC

Shore power: (1) 30 amp receptacle, port side aft, in good condition.

(1) 50' 30 amp shore power cord, in serviceable condition.

Circuit isolation switches, fuses, ventilation, installation, circuit routing, and suspension: (6) gang breaker panel plus 30 amp main breaker, located outboard of navigation station; the electrical installation and applications appeared to be professionally installed and in good condition.

Power monitoring: Volt and amp meters located at main panel.

Reverse polarity indicator: Yes, warning light located on panel.

Summary: The AC and DC electrical systems were fully functional and appeared in serviceable condition.

Recommendations: None.

Galley:

Stove: (1) Force 10 gimballed LPG two-burner stove with oven, in operable condition; segregated two-bottle propane locker aft of cockpit, with safeties in place.

Refrigeration: (1) top-loading reefer with Seafront refrigeration unit.

Sinks: Double stainless steel sink with seawater and freshwater foot pumps.

Summary: The galley was in good condition.

Recommendations: None.

Hatches, Portlights, Vents, and Doors:

Hatches: (2) 21" x 21" Bomar watertight aluminum-framed acrylic hatches on the cabintop with operational dogs and new gaskets; (3) cockpit seat hatches, in good condition; (1) LPG stowage compartment hatch, operational; (1) companionway sliding hatch with hatch boards.

Portlights: (10) cast bronze opening portlights, all with new glazing, in good condition with operable dogs and gaskets.

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Vents: (2) dorade vents.

Doors: The head and cabinet doors were operating properly.

Summary: The hatches, portlights, vents, and doors were in good condition.

Recommendations: None.

Fresh Water:

Ninety gallons total, with FRP tanks built into the hull liner and located under the forward and aft berths; bronze filler caps, properly marked.

Water pressure: (1) 12 vdc pump that provides water to the head shower, washbasin, galley sink.

Hot water tank: (1) Atwood six-gallon 120 vac marine water heater with engine heat exchanger.

Water maker: (1) Village Marine 12 vdc water maker.

Summary: The freshwater system was fit for service.

Recommendations: None.

Sanitation:

Toilet: (1) manual commode and (1) holding tank under forward berth.

Summary: The sewage system complied with USCG requirements.

Recommendations: None.

Deck Hardware:

Mooring: (4) 12" bronze cleats; (4) 10" bronze cleats.

Lifeline stanchions: (8) stainless steel gunwale-mounted stanchions.

Railings: Stainless steel bow and stern railings, solidly connected and in good condition; double plastic coated lifeline wires with gates on each side.

Handrails: Teak handrails, solidly secured to cabintop.

Mast pulpit: Port and starboard stainless steel mast pulpits, in good condition.

Dodger / bimini: (1) stainless steel pipe-framed dodger and bimini, frames in good condition.

Boarding ladder: (1) stainless steel portable swim ladder, in good condition.

Summary: The deck hardware was fit for service.

Recommendations: None.

Cabin Interior:

Finish: Teak, in good condition.

Upholstery: Dark blue cloth upholstery, in good condition.

Doors: Teak.

Sole: Teak and holly.

Lighting: 12 vdc overhead and bulkhead.

Summary: The vessel's teak interior was in above average condition for her age and service.

Recommendations: None.

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- Ground Tackle:** **Primary rode:** (1) 35 Lb CQR anchor with 250 feet of 5/16" chain.
Secondary anchors: (2) 25 Lb Danforth anchors; 150 feet of 5/16" chain for stern anchor.
Windlass: (1) Muir 12 vdc anchor windlass.
Summary: The ground tackle was fit for service.
Recommendations: None.
- Safety Equipment:** **U.S. Coast Guard approved personal floatation devices (PFDs):** (5) Type V adult inflatable PFDs with harnesses; (2) Type I PFDs.
U.S. Coast Guard approved Type IV life rings: (2) throwable cushions.
U.S. Coast Guard approved visual distress signaling: Expired.
Life raft: (1) Switlik 6-person in hard canister, recertification due 4/2019.
First aid kit: Yes.
EPIRB: (1) Global Fix V4; battery, expires 9/2028.
Summary: See recommendations below.
Recommendations: Provide valid USCG approved visual distress signals. Provide recertification for the life raft.
- Firefighting Equipment:** **Portable fire extinguishers:** (2) Type B:C Size I, in serviceable condition.
Fixed firefighting system: None.
Smoke and carbon monoxide alarms: (1) smoke and carbon monoxide alarm.
Summary: The firefighting equipment was in serviceable condition.
Recommendations: None.
- Navigation & Communication:** **VHF radio:** (1) Icom IC-M59 with whip antenna; (1) HX 210 handheld VHF.
SSB radio: (1) Icom IC M-802 Pro with Icom AT-140 tuner, powered up but no antenna installed.
Satellite phone: (1) Iridium Go.
GPS: (1) Garmin GPS Map XS touchscreen multifunction chartplotter; (2) Garmin GPS 78S handheld.
Autopilot: (1) B&G electro hydraulic autopilot; (1) B&G control head.
Radar: (1) Raytheon SL70 with mast-mounted antenna.
AIS: (1) Vesper Marine Watchman XB-8010.
Magnetic compass: (1) binnacle-mounted Richie 6-inch with light.
Clock: (1) bulkhead-mounted Weems & Plath 6" clock.
Barometer: (1) bulkhead-mounted Weems & Plath 6" barometer.
Horn: (1) handheld air horn.
Charts and publications: Charts of cruising area on board.
Navigation lights: Navigation lights, operable with tricolor and anchor light on masthead.
Other: (3) Raymarine ST-70 4" multifunction displays.
Summary: The navigation and communication equipment were in good condition. There was no backstay antenna for the HF radio.
Recommendations: None.

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- Standing Rigging:** (1) masthead-rigged, deck stepped, single spreader, aluminum spar, and aluminum boom; 1x19 wire standing rigging with swaged end fittings and stainless steel toggles; bronze turnbuckles and stainless steel chainplates; the standing rigging was inspected at the deck level only.
Summary: The rigging was inspected at the deck level only and there were no discrepancies noted. The standing rigging was reportedly replaced in San Francisco in 2020.
Recommendations: None.
- Running Rigging:** Harken genoa furler; halyards lead aft to cockpit and are controlled by jammer clutches and winches; adjustable traveler with 4:1 mainsheet; mast-mounted spinnaker pole; Dacron yacht braid sheets and halyards between 5/16" & 1/2", in good condition.
Summary: The running rigging was in good condition.
Recommendations: None.
- Winches:** Harken two-speed self-tailing winches in the following sizes: (2) #46; (4) #16.
Summary: The winches were securely backed and fit for service.
Recommendations: None.
- Sails:** (1) Hood Dacron mainsail with four reefs, new in 2020
(1) Hood 110 furling Genoa with Sunbrella sun guard, new in 2020
(1) Hood staysail, new in 2020
(1) asymmetrical spinnaker, age unknown
Summary: The jib and mainsail were in good condition. The staysail was sighted furred.
Recommendations: None.
- Other:** (1) hand bearing compass; miscellaneous spare parts and tools for engine; miscellaneous electrical spare parts and tools; water maker spare filters; canvas cover for mainsail; (1) Honda Model BF2.3D onboard, serial #BAVJ-2337457; (1) Zodiac 10' inflatable boat, sighted in bag; (1) Gale Rider sea anchor; (1) series drogue.

CONCLUSIONS

The vessel was found to be properly designed, well-constructed, in sound condition, and is fit for her intended route and service. The vessel can be recommended for complete operational insurance coverage, pending completion of the essential recommendations listed on the following page.

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ESSENTIAL RECOMMENDATIONS

1. Provide double clamping for the exhaust hose connection at the input side of the exhaust silencer.
2. Provide a readily accessible fuel shut-off valve to stop the flow of fuel to the engine.
3. Provide valid USCG approved visual distress signals.

NON-ESSENTIAL RECOMMENDATIONS

1. Provide recertification for the inflatable life raft.

DETERMINATION OF VALUE

The pricing represents a normal consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. Using comparisons of similar boats listed on the World Wide Web, the fair market value was determined by averaging out the comparable vessels, then making adjustments for age, condition, equipment, and location existing at the time of the survey.

VALUATION

Estimated present day fair market value:	\$ 140,000.00
Estimated present day replacement cost, new:	\$ 450,000.00

All systems named in this report were inspected by the undersigned surveyor.

In accordance with the request for a marine survey of the vessel, "SOLSTICE," for the purpose of evaluating her present condition and value for insurance purposes, I hereby submit my conclusions, based on the preceding report. The subject vessel was personally inspected by the undersigned on the dates named in this report.

SURVEYOR'S CERTIFICATION:


I certify, to the best of my knowledge and belief, that the statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are my unbiased professional analyses, assumptions, and limited conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My 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 estimates, the attainment of a stipulated result, or the occurrence of a subsequent event. This report is confidential, submitted without prejudice, and for the benefit of Christopher Norris, to be used exclusively for his purposes.



Robert B. Oakley, NAMS-CMS
Hawaii State Certification No. 25.005
Attending Marine Surveyor

Enclosure:

List of four comparable boats for sale (two pages).



2000 Pacific Seacraft 37 | 37ft
Norfolk, Virginia
US\$165,000

Own this boat for \$1,278/month Customize


Crusader Yacht Sales
7350 Edgewood Road, Annapolis, 21403, United Stat...
View phone number

Name

Email Phone (optional)

I recently viewed your listing on YachtWorld and I am interested in more details. Thank you.

Contact Broker



Pacific Seacraft 37 boats for sale | YachtWorld yachtworld.com

1995 Pacific Seacraft 37 | 37ft
Annapolis, Maryland
US\$135,000
↓\$10,000

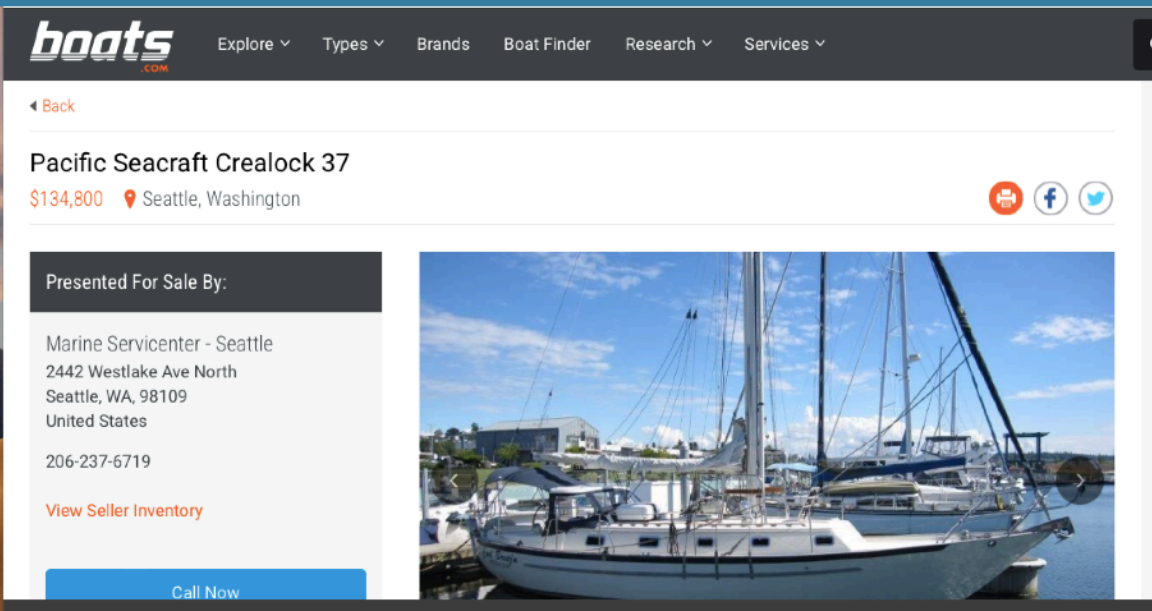
Own this boat for \$1,046/month Customize

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View phone number

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Back

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\$134,800 Seattle, Washington

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Marine Servicer - Seattle
2442 Westlake Ave North
Seattle, WA, 98109
United States
206-237-6719
View Seller Inventory

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2000 Pacific Seacraft 37 | 37ft
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US\$195,000

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