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**REPORT OF MARINE SURVEY**  
**PRE-PURCHASE CONDITION & VALUE**  
of the vessel  
**"Vera L"**  
**1988 Gulf 32 Pilothouse Sloop**



**PREPARED EXCLUSIVELY FOR:**

**Sebastian "Bass" Sears**

**310 W. Croy St**

**Hailey ID 83333**

**CONDUCTED BY:**

**Wayne Gilham, S.A**

**on**

**10/12/2015**

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## INTRODUCTION

The purpose of this marine survey was to determine the **condition** of the vessel's structure, machinery, and systems and estimate her **fair market value** for pre-purchase evaluation. At the time of survey, the undersigned surveyor did view the operation of the vessel's main propulsion machinery. Not all onboard accessories and systems were examined and or tested for proper operation. As this is a production boat, no determination regarding inherent design and/or stability characteristics was made. From the examination of all accessible areas at the time of survey, **the vessel appears to be serviceable and in above-average condition** with no evidence of structural damage or system failure(s), notwithstanding the exceptions of items noted below under Recommendations. This report does not guarantee and/or warrant against latent defects or future condition and serviceability of the vessel as described herein.

The report herewith confirms the overall condition of the above described vessel at the time of survey to the best of the undersigned's ability by examining and testing the vessels accessible areas, systems, and accessories by percussion testing, probing, and visual inspection: without taking borings, removing hull fastenings, testing for water leakage inside the hull or at through-hull fittings, or operating all machinery. **It is the opinion of the undersigned that her hull, machinery, and on-board equipment are in satisfactory condition for being underway upon the inland and coastal waters of the Pacific Northwest** (weather and sea conditions permitting) **after the Priority I Recommendations are complied with**, and when good seamanship and ordinary practice of seamen is observed in the navigation, operation, and maintenance of the vessel described herein.

The following areas or items had minimal or no access -

- Around, beneath and outboard of all tankage (interior hull structure).
- Behind all ceilings, bulkheads, and headliner in overheads (deck beams and other structural members).
- Areas hidden behind secured paneling or flooring or cabinetry. Beneath some areas of cabin sole.
- Beneath engine, machinery, and other fixed components within the machinery space and bilge area.
- Tankage, except forward and aft-end, and top surfaces.
- All spaces and compartments inaccessible due to stowage of equipment and non-removable structures.
- All hidden electrical wiring components and/or fuel lines, tankage, piping and related components.
- All structural framing or hull members not specifically mentioned as "observed" herein.

The services rendered herein and the report furnished herewith are done with the specific understanding that the undersigned and/or FlowDesign, Inc. will not be held responsible under any and all circumstances for any and all errors, omissions, or failure to properly perform the requested services as set forth above. As it concerns the vessel described herein, all matters and statements contained herewith constitute *statements of opinion only* and not to be construed as representations, warranties, or guarantees and that any and all statements made herein or in connection herewith will not be used for the basis of any claim, demand, or action against the undersigned. The request for services and the report herewith shall be construed to be an acceptance of the above conditions. Any and all claims for damages of whatsoever nature asserted against the undersigned are limited to refund of the entire cost of the survey

## SURVEY SCOPE & GENERAL INFORMATION

### SCOPE OF SURVEY

**Vessel Yr/Make/Model:** 1988 Gulf 32 Pilothouse Sloop.  
**Report file no:** FD15-2086.  
**Inspection date(s):** 10/12/2015.  
**Date of written report:** 10/16/2015.  
**Vessel surveyed at:** CapSante Marina, Anacortes, WA.  
**Conducted by:** Wayne Gilham, S.A.  
**Requested by:** This survey was performed at the request of the purchaser, Sebastian "Bass" Sears, who was present at the time of the survey.  
**Purpose of survey:** Assess the overall condition and value of vessel for pre-purchase decision making.  
**Intended use:** Pleasure - Pacific NorthWest protected waters cruising.  
**Weather conditions:** Some Rain, otherwise Clear & dry.  
**How survey conducted:** The vessel was surveyed both while afloat & hauled out of the water, hanging in travel lift slings for complete bottom inspection.  
**Sea trial:** A sea trial was not conducted as a part of this survey. The vessel was observed underway from moorage to haul-out, and return.  
**Electrical systems checked:** AC shore power was used to check AC electrical systems. AC systems verified by Craftsman 34-73756 clamp-on AC/DC ammeter, and Ideal SureTest 164 circuit-tester. Onboard DC power was used to check DC electrical systems.  
**Moisture checks:** A Klortner GmbH KT50 moisture meter was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal -- or relatively dry, relatively moist or relatively wet. If delamination is present with above normal moisture readings further testing is advised.  
**Sailboat rigging:** Mast was stepped (on-deck) - All standing rigging was installed and checked only at eye level and below unless otherwise specified.

### VESSEL CONDITION & VALUE

**Condition rating:** **ABOVE AVERAGE CONDITION.**

**Estimated fair market value:** **\$44,500**

There is an active market in US Pacific NW for this era and type of vessel: [Soldboats.com](http://Soldboats.com) database of all brokerage sales reports that since Jan 2010, five 1988 models sold in this region, from high of \$51,950 to low of \$31,500, average \$40,370. Average of top three of these five was **\$45,616**. Nationwide, eight 1988 models sold, average \$42,419... throwing out the "outlier" highest priced vessel (a truly Bristol one in Annapolis, with outrageous equipage at \$65k), the next four (**upper half**) **averaged \$44,388**. When Including production years four years either side (1984 thru 1992), Pacific NW sales include nine sales, averaging \$37,372, and national sales included twenty-eight vessels averaging \$35,188; **top half averaged \$42,453** (remember that Pacific NW sales are typically 10% higher than national...)

BucValuPro valuation service suggests for average "BUC" condition adjusted for Northern Pacific Coast a value of \$36,200 to \$40,200; for "better" condition, **\$40,900 to \$45,400**.

The subject vessels absence of any significant structural problems, very good cosmetic condition inside and out, and noted value-added replacements or upgrades of new fuel-tank, newer standing rigging, new mainsail, recently-replaced batteries, newest-version Force 10 galley stove, new UltraSuede interior upholstery, and good condition dinghy, would place this vessel solidly in the upper half of the reviewed comparable sold boats.

**Estimated replacement value:** **\$272,000** according BucValuPro valuation service.

cost:

## SURVEY REQUESTED BY

**Client name:**  
Sebastian "Bass" Sears.

**Street address:**  
310 W. Croy St.

**City/State/Zip:**  
Hailey ID 83333.

**E-Mail address:**  
[bass.sears@gmail.com](mailto:bass.sears@gmail.com).

**Business phone:**

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208 720 0976.

**Residence phone:**  
208 788 5979.

## VESSEL INFORMATION

**Vessel Yr/Make/Model:** 1988 Gulf 32 Pilothouse Sloop.  
**Vessel name:** Vera L.



**Hailing port:** Prince of Wales Island, AK.

**Hull ID number (HIN):**

**CPY00256H788** The original HIN was molded into the transom but was difficult to photograph so it was pencil/chalk enhanced to show more clearly. A true digital photograph of the hull ID number of the referenced vessel is shown here.



**State registration no.:**

**WN 6226 NG**, as observed on registration papers seen aboard. **State assigned registration numbers were not displayed on vessel. ----- Check with your state boating authority for registration requirements to ensure full compliance.**

**Manufacturer/Builder:**

Capital Yachts Corporation, Harbor City, CA. Designer: William Garden.

**Month/Year built:**

July (possibly August) 1988, per HIN.

**Vessel description:**

Full-keel auxiliary sloop with pilothouse-style cabin; two helms, pedestal steering in cockpit or steering from inside pilothouse station. Cockpit has T-shaped seating configuration with two side seats (lazarettes under) as well as domed aft bench seat (lazarette under). Cabin has two distinct levels; upper level (under pilothouse cabin) includes central helm with nav-table just to starboard of it, quarterberth extending aft from nav-table, and across from helm a full galley with LPG stove, sink, and icebox to port. Down steps to lower salon, with dinette to starboard, settee to port (storage cabinets with leaded-glass inserts are under side-decks, both sides). Then forward past large hanging locker to port, enclosed head compartment to starboard, to wide V-berth with dressing-seat at its foot. Sliding egress hatch above berth. Universal Diesel propulsion machinery beneath upper-level sole; slide-in storage area just aft of companionway stairs out to cockpit.



# EXTERIOR HULL & BOTTOM INSPECTION

## HULL EXTERIOR-SIDES

**Construction material:** Hand laid and molded fiberglass with white gelcoat surface, no painted bootstripe. Hull-to-deck joint is approx 8" below break of deck-casting from horizontal to vertical; thus approx the top 10-20% of topsides is actually part of deck molding, not hull molding. gelcoat above joint is medium blue.



**Hull cosmetics:** Excellent condition-Well protected and no severe external scratches chips or abrasions sighted. Hull was polished and clean.



**Moisture/Delamination:** No moisture meter readings taken due to rain/wet hull. Percussion testing of entire topsides above waterline returned no suspect reports; no evidence of delamination.

**Stem:** Solid, no cracks on external inspection. No evidence of prior or recent Collision/Allision.

**Side thru hull fittings:** Most thru-hull fittings are fiberglass tubes integrally molded with hull - no cracks observed. One bronze mushroom-head thru hull fitting adequately secured and sealed to hull.



**Rub rail:** Rub rail is small teak cover strip approx 1" x 1/4" ; Rub rail is in excellent condition. No gouges or dents in rail.



**Condition summary:** Very good condition.

## TRANSOM

### Transom type:

Conventional flat transom, and an attached swim platform.



### Moisture/Delamination:

No moisture meter readings taken due to rain/wet hull. No Delamination discovered when randomly testing with percussion hammer.

### Transom cosmetics:

Very good transom surface condition.

### Swim Platform/Step:

Attached SSTL structure, hinged for folding-up; plastic deck inserts. Swim platform is well secured to transom..

### Swim/Boarding ladder:

No permanently-mounted ladder sighted. A removable SSTL ladder was observed in aft lazarette, but not available to assist re-boarding. **RECOMMENDATION: ABYC H-41 recommends that a boarding ladder be provided to allow a person to re board without assistance for safety reasons.**

### Transom thru hull fittings:

one Plastic mushroom head fittings, for bilge pump - well secured and functional.

### Other transom:

Two stout U-bolts firmly attached at upper corners of transom, for dinghy-bridle. If these are ever to be used for drogue or sea-anchor attachment, confirm that there are substantial backing plates (not just the small strap seen on outside) to spread loads - not observable due to structure.

### Condition summary:

Very good condition.

## HULL BOTTOM

### Construction material:

Molded fiberglass, No cracks or separation sighted on any portion of hull bottom.



### Bottom paint:

Anti-fouling bottom paint in good condition. **Minor areas of flaking bottom paint noted, especially just forward of propeller-aperture. Remove loose flaking paint, spot sand areas and touch up peeling/flaking areas prior to next launch.**



### Stress cracks:

None sighted.

### Osmotic blistering:

NO evidence of blisters was found on hull bottom during bottom inspection.

### Moisture/Delamination:

Moisture meter readings not taken since the type of bottom paint used would

provide false high moisture readings. Random percussion hammer testing showed no apparent evidence of any delamination on hull bottom.

**Grounding damage:**

None noted.

**Transducers:**

NOTE: *Recommend not painting the speed or depth transducers, or only with water-based transducer antifouling paint. Epoxy-base or oil-base anti-fouling paint can sometimes attack transducer material, or interfere with their proper function/readout.*

**Thru Hull fittings:**

Recessed type plastic fittings for all below water line sea cock locations. Well secured and sealed to hull bottom.

**Condition summary:**

entirely serviceable; no degradation noted.

## KEEL

**Keel type:**

Keel is molded in with hull, reported to be encapsulated lead.

**Keel condition:**

No evidence of prior grounding or collision/allision. Random percussion hammer testing showed no apparent evidence of any delamination of fiberglass from ballast.



**Condition summary:**

entirely serviceable; no degradation noted.

## PROPELLER(S)/SHAFT(S) / STRUT(S)

**Prop(s) description:**

Martec 2-blade bronze, marked RH 16D x 12P x 1/18. Prop is in excellent condition. No chipped bent or damaged prop blades. Prop nut is secure and properly locked in place with jam nut and properly cotter pinned.

"Scratch-test" confirmed no alloy breakdown (bright golden color); tapping produced clear-tone ring without deadness.



**Shaft size / material:**

Shaft size is 1-1/8" and made of Stainless steel. No pitting, cracks or corrosion sighted. Shaft appears straight with no visible bends. Collar anode on shaft-Serviceable and secure.

**Strut(s):**

No strut. Shaft log thru keel which is secure.

**Cutlass (shaft) bearing(s):**

Good condition. No play found in cutlass bearing, NOTE: *Monitor condition of cutlass bearing(s) after each haul out and replace if play is excessive or if shaft vibrations are felt when underway.*

## RUDDER(S)

**Rudder type/condition:**

Foam filled, Fiberglass. Supported at top by rudderpost entering hull; supported at bottom by (bronze?) pintle well-supported by bolted-on keel-shoe/gudgeon. Rudder play is minimal (less than 1/16"); serviceable.

**Moisture/Delamination:**

Moisture meter readings not taken due to hull/rudder wet/just hauled out and wet hull/bottom paint would provide false moisture readings. Percussion hammer testing showed No apparent evidence of any delamination on rudder.

**Rudder alignment/swing:**

Full rudder swing to both port and starboard shows equal amount of travel.

## TOP DECK & SUPERSTRUCTURE

### MAIN DECK & FITTINGS

#### Deck Surface:

Molded, cored fiberglass deck and side deck construction (core not sampled). Fiberglass pilothouse roof is identical construction. White gel coat with molded in swirl-pattern non skid fiberglass surface with grey gelcoat. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.



#### Moisture/Delamination:

Moisture meter readings on top and side decks and surrounding thru deck fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer. Moisture meter readings on top and side decks and surrounding thru deck fittings were relatively dry with normal comparative moisture meter readings. EXCEPT: slightly elevated moisture in way of chainplates on both side-decks; percussion-tapping in that area does not suggest separation of deck layers, and is solid underfoot; **RECOMMENDATION: rebed chainplates, deck thru-bolts, and chainplate covers to lessen any further moisture ingress.** No Delamination discovered when randomly testing with percussion hammer. EXCEPT: small 4"x6" dia area of delamination of top skin from core, found just forward of foredeck sliding hatch frame. No higher moisture readings in thee areas; slight cracking of deck surface at periphery of delaminated area , solid underfoot. May have been a manufacturing defect. **RECOMMENDATION: to avoid spreading of the delamination, a cautious approach would be epoxy-injection to re-bond deck layers; as there is no high-moisture present, this area is a likely candidate for this method of repair.**



**Anchor platform:**

3-leg SSTL-tube bowsprit-like assembly, securely attached to either side and to stem, with integral welded single anchor-roller assembly. Canvas cover over small platform.



**Anchor/chain locker:**

Yes accessed from top deck with hatch lock. Functional.



**Bow pulpit/rail:**

Stainless steel tubing, well secured.



**Stanchions/side rail(s):**

Stainless steel, Well secured. Bronze bases capture bolting to both deck and top of low bulwark.



**Lifeline(s):**

Double lines vinyl covered in good condition and well secured. *Note: Vinyl covering precludes complete visual inspection of condition of SSTL wire. Consider uncoated wire, or low-stretch synthetic braided line, at next replacement, for easier visual check of condition.*

**Deck box:**

small winch-hndle-storage box just forward of companionway slider atop pilothouse roof. Lid well-attached.



**Deck hatches:**

one small square Lewmar ventilation hatch. Appears secure; latch operable. No leaks observed.



**Escape hatch(es):**

Sliding fiberglass hatch, translucent by means of no gelcoat in center - well-supported in teak tracks. Smooth operation; no apparent leakage.



**Toe rail(s):**

Molded in, almost a bulwark (about 3" tall) - no cracks or separation sighted.

**Boarding gate:**

Port and starboard sides have boarding gates.

**Cleats & fairleads:**

Horn cleats are all well secured to deck and side deck and are functional.

**Cabin (house) to deck**

Molded in -- no stress cracks noted.

**joint:**

**Grab rail(s):**

Atop edges of pilothouse cabin. None on foredeck; cabin is just a walkable rounded hump.

**Exterior teak:**

Teak in excellent condition. All teak is clean and has been well maintained (recently sanded) - no finish, deliberately left to "go gray".

**Cabin house window(s):**

Fixed side windows. Sliding side windows. No evidence of UV-crazing; plastic frames well-sealed to exterior fiberglass. Reported to be new.



**Windshield:**

Large two piece plastic framed; No cracks or separation sighted and is well secured.



**Stern rail:** Stainless steel and well secured.



**Condition summary:** very good for age of vessel; well-preserved.

**COCKPIT / AFT DECK**

**Cockpit area:** Aft Cockpit; acceptable view forward past pilothouse from raised helmsman's seating.



**Cockpit & Helm seating** aft bench seat with storage under seat areas. Split "T" Cockpit layout with pedestal mounted wheel steering. Port & Starboard side seats.



**Sole:** FRP (fiber reinforced plastic) with molded in non skid.  
**Moisture/Delamination:** All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.

**Scuppers/deck drain(s):** Yes. Drains are clear, hoses secure. Plastic gate-valve seacocks accessible from storage area underneath cockpit.

**Cabin entrance:** two hinged teak doors, with hinged drop-down washboard below.



**Storage:** under all three seats; starboard side is shallow due to quarterberth below.



**Other notes:** Wide coamings, topped by teak boards, recently sanded and in very good condition.

## STANDING RIGGING

### MAST(S) & BOOM(S)

#### Main mast:

Aluminum, anodized. Some surface corrosion, but this minimal pitting is not deep enough to degrade structural strength. Mast was stepped and Appears to be in column, Mast and fittings appeared to be in very good condition. All standing rigging was only inspected at deck/eye level as mast was up. --- Recommend full inspection of standing rigging by a qualified rigger who will go aloft or drop mast for further inspection of all standing rigging components.



#### Mast track:

integral to mast extrusion. Appears serviceable.

#### Main mast step:

Mast is deck stepped with stainless steel mast step securely fastened to a reinforced mast step pad area. Deck is solid and does not appear compressed at mast step area.



#### Mast sheaves:

Not sighted. Mast was stepped. Recommend full inspection by a qualified rigger.

#### Main spreaders:

Single spreaders are Aluminum blade type. . Spreader boots or plastic spreader end sail protectors installed for sail chafe protection.



#### Gooseneck(s):

Stainless steel and cast-aluminum - Well secured and no signs of abnormal wear.



**Compression post:**

Compression post inside cabin is wood and is solid top and bottom. Bottoms out on solid fiberglass top-of-keel structure. No cracks, soft spots or rot sighted.



**Boom(s):**

Extruded aluminum in good condition.



**Boom Vang:**

Not equipped.

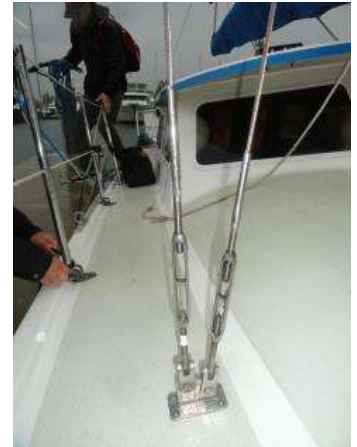
**STAYS & SHROUDS**

**Material & Condition:**

Upper and lower stays are Stainless steel wire, 1 X 19 1/4" and larger, Not measured, All stays and shrouds stainless steel wire sighted are in good condition. No broken strands or corrosion sighted, very good condition from eye level down. **Standing rigging reported to be new;** examination confirms that this is probable.

**Ends:**

Swaged-Stainless steel, Good condition-No corrosion or bent or damaged swage fittings.



**Turnbuckles:**

Chromed bronze open barrel, No cracks or corrosion sighted on turnbuckles. Cotter pins Installed and secure on all turnbuckles.



**Chain plates:**

Uppers and aft lowers come to same chainplates thru-deck attached to bulkheads in cabin; forward lowers have thru-bolted deck-plate. Bulkhead connection shows no movement, nor any moisture damage of wood; bulkhead taps solid.



**RUNNING RIGGING**

**FORESAIL FURLING GEAR**

**Furling type:**

Hood Sea Furl, 810 LD, with Continuous loop furling line in very good condition (appears recently replaced), Sail partially unfurled/furled -- fully functional.



**Condition summary:**

serviceable. *Note: if used for reefing of foresail, strong tension must be applied to both ends of continuous line before cleating-off, to lessen chance of unexpected slippage and full unfurl.*

**HALYARDS / SHEETS**

**All halyards:**

halyards sighted are colored yacht braid and in very good condition. mainsail halyard is wire-to-rope - splice not inspected up-close, but appears serviceable as could be sighted from deck-level.

**Main sheeting:**

Mid boom with flat bar traveler and car on cabin top.

**Head sail(s) sheets:**

Braid in good condition.

**WINCHES**

**COCKPIT:**

The following winches were sighted on coaming, both sides of the cockpit:



**Type / Condition:**

Two, Lewmar, #30 Two speed (not self-tailing), ALL Winches spin free, appear to

**CABIN TOP:**

be adequately lubed /serviced.  
The following winches were sighted on the cabin top:



**Type / Condition:**

One, MAXwell 14 single-speed, captive lever at base. One, Lewmar #7 single-speed.

**MAST MOUNTED:**

The following winches were sighted mounted on the mast:



**Type / Condition:**

Two, Lewmar, #7 Single speed.

**Winch handles:**

Sighted aboard and appear serviceable.

**OTHER SAIL HANDLING**

**Traveler:**

Atop pilothouse cabin, just in front of companionway slider. Traveler car runs smoothly side to side.



**Blocks:**

Most are Garhauer SSTL-cheek roller blocks (obvious replacement since original build)

**Genoa Sailtracks / Cars:**

Atop caprail/bulwark - two cars per side.



**Rope clutches & cam cleats:**

Rope clutches located on cabin top. Fully functional.



**Whisker pole(s):**

Adjustable, mounted on deck, Appears serviceable.



**SAILS INVENTORY**

**MAINSAIL(S)**

**Type of sail(s):**

Main has partial battens, Sail cover available.  
(photo taken by broker on previous day)



**Sail specifications:**

Sail was built by Ullman Sails - heavy dacron, mechanically-pressed SSTL grommets. Slides sewn on with hollow tubing loops.



**Sail locations:**

Sail flaked on boom covered with canvas sail cover. Not raised for inspection but only partially examined.



**Condition summary:**

**Reported to be new.** Appears in very good condition based on partial inspection. Crisp cloth still very full of stiffening resin; no apparent wear.

**FORESAIL(S)**

**Type of sail(s):**

Roller furling sail Genoa, with modern thin vinyl UV panel secured to sail leech and foot. photo taken by broker on previous day)



**Sail specifications:**

Sail material is Dacron, Furling sail size is reported to be 110%

**Sail locations:**

Sail was rolled up on furler -partially unrolled for inspection.



**Condition summary:**

Appears in good condition, no holes or split seams sighted and head, tack, clew and grommets intact. Serviceable. Slight green-algae staining at outermost roll; suggest hand-cleaning.

## HELM & NAVIGATION ELECTRONICS

### NAVIGATION ELECTRONICS

**Helm station:**

Wheel pedestal helm in open cockpit; interior wheel on wooden box in pilothouse.



**Compass(es):**

Mounted at pedestal instrument pod: 4" Ritchie Powerdamp plus with flip-over cover - appears new; not yet screwed down -- *To avoid introducing errors, be sure compass lines are perfectly aligned fore'n'aft.* Mounted at lower helm: 3" Danforth.



**VHF radio(s):**

Mounted at navigation table in pilothouse: Standard Horizon Trident. Powers up OK, accomplished radio-check to USCG ch 22a.



**Autopilot(s):**

Mounted at pedestal on wheel: Autohelm wheelpilot. Remote found adjacent to inside helm. Actual control box reported available, but not sighted aboard; could not confirm operation.



**Depth sounder(s):**

Mounted at lower helm: Horizon digital display. Powers up, but reported depth fluctuated at same location - may not be fully functional.

**Speed instrument(s):**

Mounted at lower helm: Navico DL200 slave display- does not power up. Found loose (but connected) in portside lazarette (to pull out for cockpit mounting) Navico RL200 digital display with controls - powers up, but screen almost unreadably dim.



**Chart plotter(s):**

Found loose in bag inside cabin: Garmin GPSMap 176c - powers up using internal batteries.



**OTHER ELECTRONICS AND CONTROLS**

**Bilge pump switches:** one manual/off/auto found just beneath forwardmost engineroom hatch ( See bilge pumps section for details on operational status.)

**High water alarm:** Not sighted. Since 2005, ABYC H-22 has recommended use of a high water bilge alarm for all vessels with accommodation spaces. Although not a requirement at time of vessel build, suggest this for occupant safety. **RECOMMENDATION: install independently-controlled high water alarm.**

**ENGINE INSTRUMENTS AND CONTROLS**

**Throttle and shift controls:** Separate levers for engine throttle and shift control on pedestal. Same on either side of wheel-support box in lower helm. Controls work smoothly from both locations.

**Engine alarm/Shutdown:** Emergency Shutdown by pull-cable at nav-table in pilothouse.

**Engine status:** OEM Faria Instruments, mounted at nav-table inside pilothouse. No instruments in cockpit. Includes tachometer, volts, amps, fuel, and engine temp. All appear to be functional (though amps is suspect)



**INTERIOR HULL & STRUCTURAL INSPECTION**

**HULL INTERIOR & STRUCTURAL COMPONENTS**

**Hull to deck joint:** Overlap with joint partway down hull topsides. Not sighted due to no access. No leaks thru any part of hull to deck joint area sighted.

**Bilge(s):** Clean and dry for areas open to inspection. Shallow beneath sole, as sole follows contours of hull quite closely, except at keel-sump. *NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be causing trouble.*



**Keel bolts:** None-Integral keel with internal ballast is secure with hull bottom.

**Stringers:** Fiberglass stringers support in engine compartment and stringers are well glassed into hull. Complete inspection not possible due to limited access. Appears serviceable where sighted.

**Keel area:** Top of keel ballast is fully covered by fiberglass, creating a second interior hull if ever keel is breached by grounding.

**Bulkheads:** Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead. One relatively thin (1/4") bulkhead at forward end of engineroom has been partially removed for installation of new fuel-tank; absence of complete bulkhead at that location is, in the opinion of this surveyor, NOT a detriment to the structural integrity of the hull (very thin bulkhead, only used for location of prior tankage).

**Inside of transom:** Reinforced. Secure-no cracks or separation sighted.

**ALL THRU HULL FITTINGS**

**Sea valves:** With exception of two replaced Marelon ball-valves, and one NON-marine plastic ball-valve, remainder of Sea Valves are plastic or bronze gate valves, ABYC H-27 "Seacocks, Thru-hull Connections and Drain Plugs" recommends in part that all sea valves be of the lever activated type. *Gate valves are not recommended as they jam easily and open/closed status cannot be visually discerned.* Ball valve type is preferred and all below the waterline seacocks be double clamped but only if the nipple is long enough to support the second clamp. In addition, ensure all hose clamps are free of rust and corrosion and are securely fastened. Tapered wooden plugs of the appropriate size should be readily accessible for emergency use at each seacock location. **RECOMMENDATION:** *Although these gate valves appear serviceable, Replace all gate valves with lever-operated ball valves of Marelon or marine bronze.*

*NOTE: When replacing gate valves, care must be taken that the threads on the new valves match those on the through hull fittings. If Marelon is used, the manufacturer recommends replacement of the through hull fitting with one of Marelon as well.*

**TRANSOM THRU HULL FITTINGS**

**Transom mounted:** Deck drains.



**Sea valves:** Plastic gate valve(s) installed; these are above waterline at rest, but may be below waterline when heeled. . ----- ABYC H-27 "Seacocks, Thru-hull Connections and Drain Plugs" recommends in part that all sea valves be of the lever activated type; Ball valve type is preferred. Gate valves are not recommended as they jam easily and open/closed status cannot be visually discerned. **RECOMMENDATION:** *replace these gate valves with marine bronze ball-valves at next service haul-out. . Note: all below the waterline seacocks should be double clamped, but only if the nipple is long enough to support the second clamp. In addition, ensure all hose clamps are free of rust and corrosion and are securely fastened. Tapered wooden plugs of the appropriate size should be readily accessible for emergency use at each seacock location.*

*NOTE: When replacing gate valves, If Marelon is used, the manufacturer recommends replacement of the through hull fitting with one of Marelon as well.*

**Sea valve condition:** Gate valves appear to be functional but cannot ascertain for certain. (See above note regarding use of Gate Valves)

**Sea valves** Plastic reinforced hose.

**pipings:**

### ENGINE BILGE THRU HULL FITTINGS

**Sea valves:** Marelon seacock ball valve(s) installed, Sea valves sighted are used for: Engine raw water intake.



**Sea valve condition:** Sea valve is functional. *NOTE: All sea valves should be moved from one setting to the other a few times at least once a month to ensure that they will be in usable condition.*

**Sea valves pipings:** Marine rubber covered reinforced hose. Hoses are double clamped. Monitor all hoses periodically and replace if cracks appear.

**Sea strainers:** Internal strainer, installed for engine raw water. No leakage observed. Some fouling by eelgrass, but cleared at time of survey (buyer is trained in operation)



### GALLEY BILGE THRU HULL FITTINGS

**Sea valves:** Plastic grey PVC ball valve, atop bronze thruhull but with PVC tailpipe, sighted for galley sink drain. Even though the sea valve is functional, it does not appear designed for marine use.

**RECOMMENDATION:** [ABYC H-27.5](#) states that seacocks be designed and constructed to meet [ANSI/UL 1121, Marine Thru hull fittings and Sea valves](#). Recommend this valve be replaced with bronze or marelon ball-valve marine seacock.



**Sea valve condition:** Sea valve is functional.

**Sea valves pipings:** Plastic reinforced hose.

## FORWARD BILGE THRU HULL FITTINGS

### Sea valves:

Two Bronze gate valve(s) installed, one for forward manual bilge pump, one for overboard sewage discharge (Y-valve ahead of this is properly disabled for no overboard discharge). **RECOMMENDATION:** see note above for replacement of all gate valves with sea-valve that gives clear indication of open/closed status. One Marelon ball valve installed for head raw-water intake.



### Sea valve condition:

Marelon ball valve is functional. Gate valves appear to be functional but cannot ascertain for certain. (See above note regarding use of Gate Valves)

### Sea valves piping:

Head raw water hose is Marine rubber covered reinforced hose, single clamped and appear secure. **RECOMMENDATION:** all sea cock hoses be double clamped if sufficient room for two clamps on sea cock barb fitting. Sewage and bilge-pump hoses are relatively thin-wall spiral-reinforced plastic hose; not as durable as should be used for below-waterline connections. **RECOMMENDATION:** replace this spiral-reinforced plastic hose with thick pvc sanitary hose or reinforced rubber hose.

Monitor all hoses periodically and replace if cracks appear.

## CABIN INTERIOR APPOINTMENTS

### MAIN SALON

#### Style:

Upper pilothouse area is open to lower dining-salon directly forward from inside helm station. Nav table to starboard of helm; quarterberth aft of nav-table. Galley to port of helm. Dinette with L-shaped seating to starboard below; settee to port below. Passageway forward incorporates large hanging locker; head compartment across passageway.



**Cabin steps:** Teak cabin entrance steps; removable for access to deep storage beneath cockpit.



**Sole:** Teak & holly cabin sole installed and is in good condition. Lower cabin's sole appears new; reported to have been replaced at installation of new fuel-tank.

**Bulkheads/Trim:** Teak bulkheads with teak trim panels, Clean and unmarred. All interior teak is in excellent condition.

**Headliner:** White vinyl. Clean and well fastened. No tears, splits or stains sighted.

**Water intrusion signs:** No evidence sighted.

**Engine access:** Lift out sole panels.

**Seating:** UltraSuede; appears (and reported to be) new. Excellent condition-Clean and No holes or tears sighted.

**Side windows:** Side cabin -slide open windows. Appear serviceable. Also fixed windows.

**Navigation station:** Table with storage under top, Quarter berth bench seat.

**Salon furnishings:** Formica table with teak trim folds up against storage bins on forward bulkhead.

**Clock/Barometer:** full set of plastic-case clock, barometer, hygrometer, thermometer.



**Overall interior condition:** Interior is in overall excellent condition. All teak is in excellent condition.

### ENTERTAINMENT ELECTRONICS

**Stereo(s):** none observed.

**Speaker(s):** in salon AND in cockpit.

### GALLEY

**Location:** Upper pilothouse cabin, port side.



**Sink(s):** Twin stainless steel deep well, with hot/cold faucet.

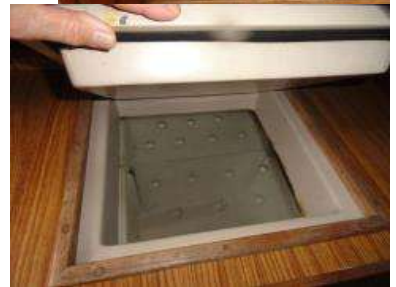


**Water system:** Pressurized hot and cold, Also a cold only foot pump is fully functional. Manual hand pump for water at sink.

**Stove:** Force10 two burner (newest version - appears unused) sealed-top, LPG, with oven, Burners tested and are functional. Igniters spark OK. Flame-loss shutdown tested and found operational.



**Refrigeration:** Ice box available, top-opening; aft of stove.



## BERTHS / STATEROOMS

**Berths:** Six. V-berth sleeps two, Quarterberth for one, Convertible dinette berth sleeps two, and settee in main salon sleeps one.

**Master stateroom:** In V-berth area, Amenities include: Double berth off to starboard, up high for greatest width. Storage drawers under bed. Hanging closet at entry. Multiple teak cabinets.



## HEAD(S)

**Number/Location:** One head on Starboard side, Forward. off main salon area.



**Toilet(s):** Jabsco, Manual flush pump, Reported to be new. Appeared functional when tested. No leaks sighted.

**Raw water supply:** Raw water intake thru Marelon seacock. Hose is secure.

**Sink:** Plastic, molded into countertop. Hot & Cold pressure water fixture at sink.

**Shower(s):** Separate faucet feeds showerhead; no separate stall.

**Medicine cabinet:** Yes available and fully functional.

## CABIN HEATER

**Manufacturer:** There was at one time a Wallas forced-air diesel furnace, but unit has been removed - controls and ducting still in-place - would be relatively easy to install a replacement unit.

# ELECTRICAL SYSTEMS

## D.C. ELECTRICAL SYSTEMS

**D.C. Voltage system:** 12 Volt system.

**Batteries:** Three, gp 27 Interstate flooded-cell lead-acid batteries, providing service to the house electrical. Reported to be new. Batteries are wired in parallel producing 12 volts. Batteries are well secured in dedicated fiberglass well providing containment of incidental spillage, with straps. Cables are properly color coded. Positive terminal(s) not covered as required. **RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover.**



**Battery Set Two:** one gp 24 Costco flooded-cell lead-acid battery, providing service to the engine-start. Reported to be new. Battery well secured in same dedicated fiberglass well providing containment of incidental spillage, with strap. Cables are properly color coded. Positive terminal(s) not covered as required (see note above)

**Battery selector switch:** Yes Rotary switch is functional. NOTE: *Recommend alternating use of battery one and two when using vessel. Only use the battery switch All position if both batteries are low or when charging with battery charger/alternator.*

**Charging system:** Engine alternator, plus the battery charger is a Professional Mariner Pro Nautic 12.10p (found behind distribution panel) Charger leads fused adjacent to batteries.

**Distribution panel:** Yes located at navigation station.



**Breaker(s)/fuse(s):** All D.C. circuits are adequately protected by branch or switched breakers. (note there are only two breakers -- one for all lighting circuits, one for all systems circuits -- this minimal approach satisfies ABYC recommendations, but may not provide clear indication WHICH circuit has failed -- *consider replacing "DC Service" section of panel with new BlueSeas panel providing separate circuit breaker for EACH separate DC circuit, now selected only by switches, for easier troubleshooting.*) However, Cables up to distribution panel are not over-current protected (may not have been required at time of vessel-build) **RECOMMENDATION: provide over-current protection (fuse) sized for max amp capacity of feed cable to rotary switch, within 7" of house battery bank, according current ABYC E-11 recommendations.** *One way to provide overcurrent protection for the cables coming from battery to distribution panel, is with Blue Seas' new MRBF fuse system, that mounts right on the positive battery terminal. Consult supplier for what size fuse, based on max ampacity of size of cable (which I didn't record). Note: start cable does not need overcurrent protection.*

**D.C. wiring:** All wiring runs are properly secured every 18" per ABYC E-11 recommendations. (*some wiring runs in engine-room are a bit lax in bundling; consider neatening up the runs for best future maintenance*) Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.

**DC wiring spark prevention:** Sighted some DC terminal connections that are not protected which could lead to a sparking hazard., noted at starter solenoid, back of alternator, and (until DC overcurrent protection is provided for Distribution Panel feed cables) also at back of rotary switch. The only exception is circuits that have over current protection at the source of power. **RECOMMENDATION: ABYC E-11.5 recommends as follows: "Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all continuously-energized surfaces to prevent accidental short circuits."**

**DC Electrical ground:** DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

## A.C. ELECTRICAL SYSTEMS

**A.C. Voltage system:** 30 Amp - 120 Volt system. One Marincos shore power inlet.



**Shore power cord(s):** Marincos, 30 AMP shore power cord-length not measured. Condition of plug is serviceable; no burn marks. **NOTE:** *Doing a regular inspection of your power cords is a good way to ensure that they haven't incurred heat damage that could start a fire aboard your boat. When examining your cords, start at the ends and look for brown discoloration at the base of the blades - a clear indicator of excessive heat. (Blades with*

*a worn nickel coating or pitting are another red flag). Next, identify what caused the damage and replace any overheated connections immediately before a cord is used again. Often, a damaged inlet is the culprit and just replacing the shore power cable will only damage the new one.*

- Wiring Status:** Testing of hot vs neutral incoming wires shows balanced loads with all installed AC consumers energized; no stray-current leaks from consumers. No current observed on ground-wire.
- Shore power breaker:** Dual pole breaker for shore power at main power distribution panel per ABYC recommendations. This breaker is just within max 10' distance from incoming shore power inlet.
- Distribution panel(s):** Yes combined with DC power panel.



- Branch breakers:** All A.C. circuits are adequately protected by branch breakers.
- Reverse polarity indicator:** Cannot be tested, but lights are lit; presumed functional. All outlets tested OK for proper polarity.
- GFCI protection:** GFCI protection is provided for galley and head and other wet locations (actually protects all receptacles aboard). GFCI trips properly when tested in all wet locations.
- A.C. wiring:** Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use. All wiring runs are properly secured every 18" per ABYC E-11 and NFPA 302 recommendations. A.C. wiring is properly terminated. No wire nuts or loose connections sighted. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.
- Anti-chafe protection:** Yes sighted at all compartment pass thru locations.

### **GROUND/BONDING SYSTEM**

- Main bonding conductor:** no bonding, as all thru-hull fittings are plastic.

## ENGINE COMPARTMENT / PROPULSION SYSTEM

### INBOARD ENGINE

**No./Type/Cylinders:** Inboard Diesel, Naturally aspirated, four-cylinder.



**Make / Model:** Universal model 40, reported to be installed new 1998 (not confirmed)

**Serial no(s):** Not sighted.

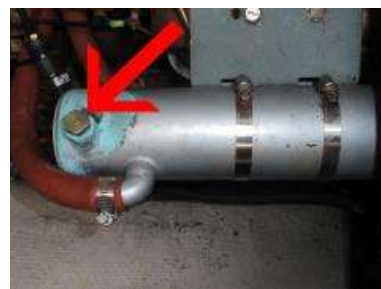
**Engine(s) hours:** No meter sighted.

**Hoses and clamps:** Good condition-No cracks sighted. One hose connecting to heat-exchanger has some swelling under clamp; monitor,



**Belts and pulleys:** Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

**Cooling system(s):** Fresh water / heat exchanger cooled, -- coolant level is full and appears to be in good condition. (remember to check and renew as required, the sacrificial zinc anode noted in photo)



**Oil level and condition:** Clean & full on dipstick. Check oil levels frequently. NOTE: Always change engine oil at end of each boating season before winter storage.

**Fuel pump(s):** Engine mounted. No leaks sighted.

**Fuel supply lines:** USCG A1-15 flex, confirmed.



**Fuel filter(s):** Racor spin-on Fuel filter/water separator. Clear- No water sighted in lower bowl. Filter has plastic bowl AND plastic drain-valve that will not pass current flame impingement requirements as referenced by ABYC H-33, required on ALL components in diesel fuel system (test protocol in 33 CFR 183.590 ()). **RECOMMENDATION:** replace plastic drain-valve with metal plug; replace filter-bowl with metal bowl, or replace entire filter with a unit meeting current ABYC standards. If a drain-valve is desired, be sure to install metal valve approved by UL for this service (available thru Racor)



**Drip pad(s) available:** No, Fluids and debris fall into bilge area. ---- Install drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.

**RECOMMENDATION:** Install drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.

**Engine mounts and beds:** Engine mounts appear to be well secured to the support stringers.

**Engine ground cable:** Engine is properly grounded with a proper size conductor cable.

**Engine(s) operated:** Engine not operated for purposes of this survey but the vessel was moved to haul out well and returned to slip. Surveyor observed normal startup and operation. All instruments appeared functional.

**Other notes:**

- *It is good practice when buying a used vessel that all fluids (Engine and Transmission) be changed and the raw water cooling impeller(s) also be changed. As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that all gasoline or diesel engines and transmissions be inspected by a qualified engine surveyor/mechanic to determine the internal condition of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.*

## EXHAUST SYSTEM

**Discharge location(s):** Port side hull aft.

**Piping/Clamps:** Flex hose- No cracks sighted. Securely double clamped as required. Rigid black iron pipe up to water-injection point is properly lagged with fiberglass woven tape for insulation.



**Exhaust manifold:** No cracks or water tracks sighted. Appears to be in good condition as sighted.

**Muffler(s):** Vetus-type plastic Waterlift, Inlet/Outlet properly double clamped.



**TRANSMISSION(S)**  
**Manufacturer/Model:** Hurth, Mechanical gear box. Model HBW-100-2R.



**Serial no(s):** 09-14696.  
**Gear ratio:** 2:1.  
**Fluid level and condition:** not checked.  
**Propeller shaft(s):** 1-1/8", Stainless steel, No pitting, cracks or corrosion sighted. Well secured to transmission coupler. Includes "Shaft-Saver" torsional breakaway elastomer intermediate flange.



**Stuffing box(es):** PSS dripless shaft seal system. Bellows and carbon collar is secure and appears functional. Water-feed to seal (*thus, not requiring "burping" after launch*) *This PSS shaft seal should always be totally dry. Check frequently.*



## STEERING SYSTEM

### STEERING SYSTEM

**Type:** Cockpit wheel steering on pedestal; pilothouse wheel steering. Pilothouse steering can be dis-engaged at quadrant, by lever below inside helm.

**Lines and fittings:** No leaks sighted.

**Pulley, cable, chain:** Cable steering from pedestal appeared to be in good condition - No broken cable wires sighted and cable pulley / sheaves are well secured. Keep this cable properly lubed and inspect steering often. Push-pull cable from pilothouse wheel also appears to be in very good condition.



**Rudder stock(s):** good condition - stock enters hull thru fiberglass tower, well above waterline, so no stuffing-box. There MAY be a rubber seal under bolt-on plate.



**Packing glands:** Appear well sealed- No leaks sighted. *NOTE: Rudder packing glands should always be totally dry. Check frequently and adjust if necessary.*

**Emergency tiller:** An emergency tiller was not sighted aboard but is recommended.----- Owner is advised to locate emergency tiller and familiarize self with installation/use in case of pedestal steering failure.

## TANKAGE / PLUMBING

### FUEL TANK(S)

**No & Location:** One tank located, under the lower sole.



**Tank type & capacity:** Tank constructed of Cross link poly plastic. The tank(s) capacity is reported to be 40 gallons. New Installation.



**Manufacturer's label(s):** The USCG required label was sighted on fuel tanks.

**Fuel supply lines:** USCG A1 flex hose from tank to fuel pump. Well secured and No cracks, soft spots or splitting sighted. Serviceable.,

**Diesel return line(s):** Engine uses grade USCG Type A1 return line. No cracks, soft spots or splitting sighted. Serviceable.

**Vent line/location:** Vent located on hull side(s), with flame screens or cleanable vents in place and clear.

**Fill line(s) located:** USCG A1 No cracks, soft spots or splitting sighted. Serviceable.

**Fill pipe & condition:** Side deck, clearly marked for diesel fuel per ABYC recommendations. USCG A2 flex type hose, No cracks, soft spots or splitting sighted. Serviceable. Fill hose is properly double clamped at both ends of fill hose.

**Fuel fill grounded:** Fuel fill is not grounded. **RECOMMENDATION ABYC H-33 currently recommends diesel fuel fill systems be grounded so resistance to the boats ground is less than one ohm (unless fuel fill fitting is plastic)**

**Tank(s) grounded:** Not required with plastic fuel tank.

**Tank(s) secured:** Yes -fiberglass straps are secure.

**Tank(s) on flat surface:** The bottom of the tank is adequately ventilated.

**Inspection/cleaning access:** Good.

**Tank(s) condition:** Visually good (where accessible) - installation appears to be new.

**Other notes:** Two portable plastic diesel fuel tanks found (full) in aft lazarette. One is missing its cap, and is closed only with plastic over-wrap. Portable fuel tanks should not be stored in an area that would drain into bilge upon leakage. **RECOMMENDATION: store these portable fuel tanks on-deck, such that spillage would run overboard.**



## FRESH WATER TANK(S)

**No & locations of tanks:** Tank not sighted during normal inspection process. Tank(s) must be behind/under screwed down panels--No ready access for inspection. Owner is advised to fill water tank and check proper function of pump to pressurize lines and all fittings for leaks.

**Tank(s) type & capacity:** reported to be Plastic with a total capacity of 70 gallons.

**Inspection/cleaning access:** Very limited--**Since the Fresh water tank(s) and system fittings were not readily**

visible, owner is advised to remove or install any access panels to inspect water tank(s), fill and vent lines and ensure they are serviceable.

**Tank(s) condition:** Not sighted due to no ready access.  
**Water pump(s):** 12 Volt. pump powers up and pressurizes the water lines.  
**Supply lines:** Red & Blue plastic piping is used for all water connections. No leaks sighted.  
**Filling line(s) located:** Anchor/chain locker clearly marked for water.  
**Vent(s) location(s):** Anchor chain locker.

### HOLDING TANK(S) - BLACK WATER

**No & Location of tanks:** Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

**Marine Sanitation Device:** Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out.

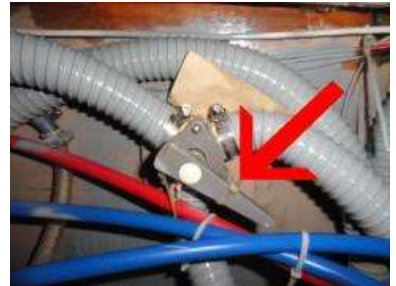
**Tank(s) type & capacity:** Reported to be Plastic with a total capacity of 15 gallons.

**Tank(s) condition:** Not sighted due to no ready access.

**Lines:** Lines are all well secured. No cracks or leaks sighted. Ribbed hose.

**Discharge line(s) located:** Deck pump out.

**Y valve(s) installed:** Yes and properly disabled to prevent overboard discharge per USCG regulations for Inland waters.



### WATER HEATER

**Tank location:** Engine compartment.

**Manufacturer/capacity:** Tank was built by: Atwood The capacity is 6 US gallons.



**How powered:** 110V with heat exchanger coil.

**Ignition protected:** Yes, Water heater is marine type and labeled as ignition protected.

**Water heater test:** Water heater tested using 110V system and found drawing amps, thus assumed to be fully functional.

**Pressure relief valve(s):** Yes- Drains into bilge area.

**Drain fixture(s)/plug(s):** Yes- Appears functional.

**Supply lines:** No leaks sighted.

**Heat exchanger hoses:** Heat exchanger hoses appear to be in good condition where sighted. No cracks or leaks sighted.

**Outer tank material:** Mild steel, painted. *Considerable rust on surface; consider wire-brushing and painting to preserve.*

**Tank(s) secured:** Yes, Tank is well secured to base.

**Inspection/cleaning access:** Good.

**Other notes:** NOTE: *Do not leave hot water heater AC switch on unless water is in the hot water*

tank or the heating element will burn out. Recommend turning off water heater whenever leaving the vessel.

## LPG (PROPANE) TANK(S)

### No & location of tanks:

One tank, Starboard side lazarette. Aftermarket plastic LPG locker (purpose-designed) is uniquely supported by hinge so it tilts to remove tank. All lines including drain are of sufficient length to follow tilting.



### Secured:

Tank is not entirely secured to prevent upset or displacement that could place a strain on fuel distribution or appliance fittings. **RECOMMENDATION: Secure tank as necessary per ABYC A-1 recommendations;** suggest simple blocking so tank cannot move inside its box..

### Tank type & OPD:

2 1/2 gal Aluminum alloy Tank is properly fitted with the Overflow Protection Device (OPD)

### Regulator(s):

Yes-Appropriate LPG regulator.



### Pressure gauge(s):

Pressure gauge is installed and holds pressure when main gas valve is turned off indicating no leaks in the system. NOTE: *Always retest for leaks when removing or refilling LPG tank.*

### Shut off valve(s):

LPG shut off valve at the tank top. In addition an LPG electrical solenoid shut off valve switch is available near the galley and is functional.



### Supply lines:

Flex LPG type hose. Good condition where could be sighted.

### Locker(s) vented:

Yes, LPG locker opens to the atmosphere and also has a bottom vent that vents overboard.

### Currently date qualified:

Yes- Tank was certified new 10/2014 (within the past 12 years)

### Inspection/cleaning access:

Good.

## SAFETY EQUIPMENT

### U.S.C.G. REQUIRED

#### Navigation lights:

All Navigation running lights were tested and found fully operational. **The upper white 360 degree anchor light could not be confirmed as functional due to the brightness of the sky. ----- Recommend checking upper white anchor light function after sunset. Repair if necessary.**

#### Life Jackets(PFD's):

Two, USCG Type II. Two, USCG Type III ski-vest style..



#### Throwable type PFD's:

Four USCG approved buoyant cushion(s)

**Visual Distress Signals:** Four Red hand held, expiry Jan 2015; Three Red hand held, expiry May 84; nine 12 Ga Aerial pistol-launched, expiry Nov 96, Jul 01 **Visual distress signals are all expired. RECOMMENDATION: Replace expired visual distress signals to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.**



**Sound devices:** **No sound devices sighted. RECOMMENDATION: Recommend a sound device like a hand held air horn, whistle or bell be made readily available to comply with USCG regulations.**

**USCG placards:** Both USCG mandated placards (Oil & Garbage) are properly posted. WA-required CO-dangers sticker also displayed.



**Engine ventilation:** Natural ventilation for engine space is provided,

### **FIRE FIGHTING EQUIPMENT- U.S.C.G. Required**

**Dry Chemical Size I:** Two, one under nav-table another in forepeak. All gauge(s) read full. All extinguishing equipment should be inspected monthly and replaced or refilled as required by NFPA 10/302. All dry chemical extinguishers should be removed from their brackets and hand shaken every month or so, to confirm dry-chemical has not compacted.

- Note: Latest (2013) revision of NFPA 10 advises that inspection of fire-extinguishers does not need to be done by certified personnel, therefore owner can do this monthly task, and self-record inspection on attached tag, or in log.

**Fixed /Clean Agent:** No fixed automatic fire extinguishing system in engine space. ----- This would be a good safety item to consider adding.

**FIRE EQUIPMENT OBSERVATION:** Fire extinguisher equipment sighted complies only with minimum USCG regulations. USCG standards for vessels 26 to 40 feet require two (2) BI extinguishers or one (1) BI and (1) one Fixed system. ABYC A4.6.3 and NFPA 10.2.1 recommend three (3) extinguishers: one(1) outside the engine compartment, One at steering position and One near the galley or passenger cockpit. ----- **Recommend compliance with ABYC and NFPA for this size vessel.**

#### **NOTES:**

- *Recommend at least one fire extinguisher be located in the galley area where fires are more likely to occur from cooking.*
- *ABYC A-4 recommends that portable fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.*
- *Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.*
- *NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.*

## BILGE PUMPS

### ELECTRIC PUMPS:

One electric pump. Located at: Midship / Central bilge, Pumps sighted are: Rule 12 volt, 2000 GPH, Pump(s) power up when switched on manually. Pump is equipped with a separate float switch that was tested and found fully functional.



### FORWARD BILGE :

Manual Whale pump (discharge thru sea-valve below waterline)



### MANUAL PUMPS:

A second Whale manual pump found inside starboard lazarette. Manual bilge pump handle was sighted on board. *NOTE: Handle should be located in vicinity of pump to use when required.*



### Bilge Pump Comments:

Bilge pumps, water pumps, and other rotary-motor DC equipment should all have overcurrent protection (typically in-line fusing, but sometimes in distribution panel) selected according pump-label, specifically to protect against locked-rotor condition -- which is often a smaller fuse rating than would be selected to protect wiring. **Such in-line over-current protection was not observed; owner should confirm that overcurrent protection on ALL pumps is per pump-label call-out.**

## GROUND TACKLE

### Primary anchor:

Genuine Bruce, Sized: 10 Kg. Galvanized chain backed by nylon 3-strand rope rode; length not confirmed. Anchor/rode shackle pins are all properly seized.



### Spare anchor(s):

none sighted - this would be a good backup to carry (with rode)

## AUXILIARY SAFETY EQUIPMENT

### First aid kit:

Not sighted. Highly recommended.

### Smoke detector(s):

None sighted. Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions. **RECOMMENDATION:** Although not required at time of vessel-build, recommend installation of Smoke Detectors for additional occupant safety.

### Carbon monoxide detectors:

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. Carbon monoxide can be carried aboard from external sources, so this recommendation applies to diesel-powered as well as gasoline-powered vessels. ----- Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices even on diesel powered vessels. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area to comply with ABYC A-24.7 and NFPA 302 recommendations. **RECOMMENDATION:** Although not required at time of vessel-build, recommend installation of Carbon-Monoxide Detectors for additional occupant safety.

### Radar reflector:

Not sighted. Highly recommended.

## AUXILIARY EQUIPMENT

## DINGHY / TENDER

### Manufacturer/Model:

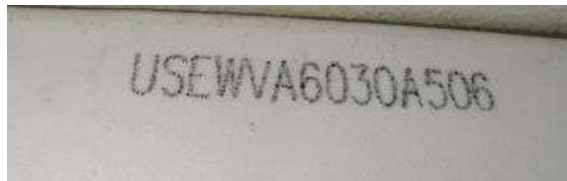
Walker Bay RID 285st., 2006 model.



**Type:** Pressure-Molded plastic rowing dinghy, with inflatable floatation tubes installed both sides. Modified with factory deflector trim-tab for better outboard powering.



**Hull ID number:** US - EWVA6030A506. A true digital photograph of the hull ID number of the referenced vessel is shown here.



**State registration no:** Registration not sighted.  
**Condition:** Overall appears in Good serviceable condition. beginning of some UV-deterioration on underside of PVC tubes (typically stored upside-down on foredeck, as seen in photos)

# INSPECTION RECOMMENDATIONS SUMMARY

## **PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:**

*(MAY BE MANDATORY)*

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

## **SURVEY SCOPE & GENERAL INFORMATION**

### VESSEL INFORMATION

*State registration no.:*

**WN 6226 NG**, as observed on registration papers seen aboard. **State assigned registration numbers were not displayed on vessel. Check with your state boating authority for registration requirements to ensure full compliance.**

## **ELECTRICAL SYSTEMS**

### D.C. ELECTRICAL SYSTEMS

*Batteries:*

Three, gp 27 Interstate flooded-cell lead-acid batteries, providing service to the house electrical. Reported to be new. Batteries are wired in parallel producing 12 volts. Batteries are well secured in dedicated fiberglass well providing containment of incidental spillage, with straps. Cables are properly color coded. Positive terminal(s) not covered as required. **RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover.**

## **SAFETY EQUIPMENT**

### U.S.C.G. REQUIRED

*Visual Distress Signals:*

Four Red hand held, expiry Jan 2015; Three Red hand held, expiry May 84; nine 12 Ga Aerial pistol-launched, expiry Nov 96, Jul 01 **Visual distress signals are all expired. RECOMMENDATION: Replace expired visual distress signals to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.**

*Sound devices:*

**No sound devices sighted. RECOMMENDATION: Recommend a sound device like a hand held air horn, whistle or bell be made readily available to comply with USCG regulations.**

## **PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:**

*(NOT NORMALLY MANDATORY)*

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

## **EXTERIOR HULL & BOTTOM INSPECTION**

### TRANSOM

#### *Swim/Boarding ladder:*

No permanently-mounted ladder sighted. A removable SSTL ladder was observed in aft lazarette, but not available to assist re-boarding. **RECOMMENDATION:** ABYC H-41 recommends that a boarding ladder be provided to allow a person to re board without assistance for safety reasons.

## **HELM & NAVIGATION ELECTRONICS**

### OTHER ELECTRONICS AND CONTROLS

#### *High water alarm:*

Not sighted. Since 2005, ABYC H-22 has recommended use of a high water bilge alarm for all vessels with accommodation spaces. Although not a requirement at time of vessel build, suggest this for occupant safety. **RECOMMENDATION:** install independently-controlled high water alarm.

## **INTERIOR HULL & STRUCTURAL INSPECTION**

### TRANSOM THRU HULL FITTINGS

#### *Sea valves:*

Plastic gate valve(s) installed; these are above waterline at rest, but may be below waterline when heeled. . -  
---- ABYC H-27 "Seacocks, Thru-hull Connections and Drain Plugs" recommends in part that all sea valves be of the lever activated type; Ball valve type is preferred. Gate valves are not recommended as they jam easily and open/closed status cannot be visually discerned. **RECOMMENDATION:** replace these gate valves with marine bronze ball-valves at next service haul-out.

### FORWARD BILGE THRU HULL FITTINGS

#### *Sea valves:*

Two Bronze gate valve(s) installed, one for forward manual bilge pump, one for overboard sewage discharge (Y-valve ahead of this is properly disabled for no overboard discharge). **RECOMMENDATION:** see note above for replacement of all gate valves with sea-valve that gives clear indication of open/closed status. One Marelon ball valve installed for head raw-water intake.

#### *Sea valves piping:*

Head raw water hose is Marine rubber covered reinforced hose, single clamped and appear secure. **RECOMMENDATION:** all sea cock hoses be double clamped if sufficient room for two clamps on sea cock barb fitting. Sewage and bilge-pump hoses are relatively thin-wall spiral-reinforced plastic hose; not as durable as should be used for below-waterline connections. **RECOMMENDATION:** replace this spiral-reinforced plastic hose with thick pvc sanitary hose or reinforced rubber hose.

Monitor all hoses periodically and replace if cracks appear.

## **ELECTRICAL SYSTEMS**

### D.C. ELECTRICAL SYSTEMS

#### *Breaker(s)/fuse(s):*

Cables up to distribution panel are not over-current protected (may not have been required at time of vessel-build) **RECOMMENDATION:** provide over-current protection (fuse) sized for max amp capacity of feed cable to rotary switch, within 7" of house battery bank, according current ABYC E-11 recommendations.

#### *DC wiring spark prevention:*

Sighted some DC terminal connections that are not protected which could lead to a sparking hazard., noted at starter solenoid, back of alternator, and (until DC overcurrent protection is provided for Distribution Panel

feed cables) also at back of rotary switch. The only exception is circuits that have over current protection at the source of power. **RECOMMENDATION:** ABYC E-11.5 recommends as follows: "Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all continuously-energized surfaces to prevent accidental short circuits."

## **ENGINE COMPARTMENT / PROPULSION SYSTEM**

### INBOARD ENGINE

#### *Fuel filter(s):*

Racor spin-on Fuel filter/water separator. Clear- No water sighted in lower bowl. Filter has plastic bowl AND plastic drain-valve that will not pass current flame impingement requirements as referenced by ABYC H-33, required on ALL components in diesel fuel system (test protocol in 33 CFR 183.590 ()).

**RECOMMENDATION:** replace plastic drain-valve with metal plug; replace filter-bowl with metal bowl, or replace entire filter with a unit meeting current ABYC standards. *If a drain-valve is desired, be sure to install metal valve approved by UL for this service (available thru Racor)*

## **TANKAGE / PLUMBING**

### FUEL TANK(S)

#### *Fuel fill grounded:*

Fuel fill is not grounded. **RECOMMENDATION** ABYC H-33 currently recommends diesel fuel fill systems be grounded so resistance to the boats ground is less than one ohm (unless fuel fill fitting is plastic)

### LPG (PROPANE) TANK(S)

#### *Secured:*

Tank is not entirely secured to prevent upset or displacement that could place a strain on fuel distribution or appliance fittings. **RECOMMENDATION:** Secure tank as necessary per ABYC A-1 recommendations; suggest simple blocking so tank cannot move inside its box..

## **SAFETY EQUIPMENT**

### FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

#### *FIRE EQUIPMENT OBSERVATION:*

Fire extinguisher equipment sighted complies only with minimum USCG regulations. USCG standards for vessels 26 to 40 feet require two (2) BI extinguishers or one (1) BI and (1) one Fixed system. ABYC A4.6.3 and NFPA 10.2.1 recommend three (3) extinguishers: one(1) outside the engine compartment, One at steering position and One near the galley or passenger cockpit. ----- **Recommend compliance with ABYC and NFPA for this size vessel.**

### BILGE PUMPS

#### *Bilge Pump Comments:*

Bilge pumps, water pumps, and other rotary-motor DC equipment should all have overcurrent protection (typically in-line fusing, but sometimes in distribution panel) selected according pump-label, specifically to protect against locked-rotor condition -- which is often a smaller fuse rating than would be selected to protect wiring. **Such in-line over-current protection was not observed; owner should confirm that overcurrent protection on ALL pumps is per pump-label call-out.**

### AUXILIARY SAFETY EQUIPMENT

#### *Smoke detector(s):*

None sighted. Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.

**RECOMMENDATION:** Although not required at time of vessel-build, recommend installation of Smoke Detectors for additional occupant safety.

*Carbon monoxide detectors:*

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. Carbon monoxide can be carried aboard from external sources, so this recommendation applies to diesel-powered as well as gasoline-powered vessels. ----- Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices even on diesel powered vessels. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area to comply with ABYC A-24.7 and NFPA 302 recommendations. **RECOMMENDATION: Although not required at time of vessel-build, recommend installation of Carbon-Monoxide Detectors for additional occupant safety.**

**OTHER OBSERVATIONS:**

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

**EXTERIOR HULL & BOTTOM INSPECTION**

HULL BOTTOM

*Bottom paint:*

Anti-fouling bottom paint in good condition. **Minor areas of flaking bottom paint noted, especially just forward of propeller-aperture. Remove loose flaking paint, spot sand areas and touch up peeling/flaking areas prior to next launch.**

**ENGINE COMPARTMENT / PROPULSION SYSTEM**

INBOARD ENGINE

*Drip pad(s) available:*

No, Fluids and debris fall into bilge area. ---- Install drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind. **RECOMMENDATION: Install drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.**

**STEERING SYSTEM**

STEERING SYSTEM

*Emergency tiller:*

**An emergency tiller was not sighted aboard but is recommended.----- Owner is advised to locate emergency tiller and familiarize self with installation/use in case of pedestal steering failure.**

**TANKAGE / PLUMBING**

FUEL TANK(S)

*Other notes:*

Two portable plastic diesel fuel tanks found (full) in aft lazarette. One is missing its cap, and is closed only with plastic over-wrap. Portable fuel tanks should not be stored in an area that would drain into bilge upon leakage. **RECOMMENDATION: store these portable fuel tanks on-deck, such that spillage would run overboard.**

FRESH WATER TANK(S)

*No & locations of tanks:*

Tank not sighted during normal inspection process. Tank(s) must be behind/under screwed down panels--No ready access for inspection. **Since the Fresh water tank(s) and system fittings were not readily visible, owner is advised to remove or install any access panels to inspect water tank(s), fill and vent lines and ensure they are serviceable.**

HOLDING TANK(S) - BLACK WATER

*No & Location of tanks:*

Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

## **SAFETY EQUIPMENT**

### U.S.C.G. REQUIRED

*Navigation lights:*

All Navigation running lights were tested and found fully operational. The upper white 360 degree anchor light could not be confirmed as functional due to the brightness of the sky. ----- Recommend checking upper white anchor light function after sunset. Repair if necessary.

# CONDITION & VALUE REPORT SUMMARY

## **DECLARATION:**

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**
- **ESTIMATED FAIR MARKET VALUE.....\$44,500**

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here is an active market in US Pacific NW for this era and type of vessel: [Soldboats.com](http://Soldboats.com) database of all brokerage sales reports that since Jan 2010, five 1988 models sold in this region, from high of \$51,950 to low of \$31,500, average \$40,370. Average of top three of these five was \$45,616. Nationwide, eight 1988 models sold, average \$42,419... throwing out the "outlier" highest priced vessel (a truly Bristol one in Annapolis, with outrageous equipage at \$65k), the next four (upper half) averaged \$44,388. When Including production years four years either side (1984 thru 1992), Pacific NW sales include nine sales, averaging \$37,372, and national sales included twenty-eight vessels averaging \$35,188; top half averaged \$42,453 (remember that Pacific NW sales are typically 10% higher than national...)

BucValuPro valuation service suggests for average "BUC" condition adjusted for Northern Pacific Coast a value of \$36,200 to \$40,200; for "better" condition, \$40,900 to \$45,400.

The subject vessels absence of any significant structural problems, very good cosmetic condition inside and out, and noted value-added replacements or upgrades of new fuel-tank, newer standing rigging, new mainsail, recently-replaced batteries, newest-version Force 10 galley stove, new UltraSuede interior upholstery, and good condition dinghy, would place this vessel solidly in the upper half of the reviewed comparable sold boats

- **ESTIMATED REPLACEMENT COST.....\$272,000** according BucValuPro valuation service.
- **INTENDED USE OF VESSEL.....Pleasure - Pacific NorthWest protected waters cruising**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for its intended use upon correction of all listed Priority I recommendations.**

**NOTE:** All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

## CONDITION & VALUE REPORT SUMMARY

### CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of Sebastian "Bass" Sears without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR:



Wayne Gilham, S.A



- Member – Society of Accredited Marine Surveyors – Surveyor Associate
- Member, American Boat and Yacht Council - Certified in Electrical, Corrosion, and Standards