

TIDEWATER MARINE SURVEYS INC.
MARINE SURVEYOR AND CONSULTANT

1976 Whitby 42' Ketch

Mac Alister



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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REPORT OF MARINE SURVEY

OF THE VESSEL

"Mac Alister"

1976 Whitby 42' Ketch

CONDUCTED BY

Kirby H. Smith, Jr., AMS

ACCREDITED MARINE SURVEYOR

PREPARED FOR:

Mr. Alberto Colella

May 22, 2004

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Alberto Colella, the attending surveyor did attend onboard the 1976 *Whitby 42' Ketch*, "*Mac Alister*" May 22, 2004, at appx. 12:30 p.m. where an "in-the-water-survey" was conducted at the York River Yacht Haven, Gloucester Point, Va. The ship's papers were not on board or available for review. The Hull Identification Number (HIN) was verified on the transom. A sea trial neither requested nor performed. An out-of-the-water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed on the previous day - May 21, 2004, in the service yard of the York River Yacht Haven. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Sovereign Moisture Meter. AC and DC power used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer is advised to open all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. No information was found on board or otherwise discovered giving the range of positive stability for the vessel.

This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommended and understood that all engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	Mac Alister 04
SURVEY PREPARED FOR:	Mr. Alberto Colella
NAME OF VESSEL:	"Mac Alister"
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:	**** FAIR
ESTIMATED MARKET VALUE:	\$ 85,000
ESTIMATED REPLACEMENT COST:	\$ 250,000+
YEAR/MAKE/MODEL OF VESSEL:	1976 Whitby 42' Ketch
BUILDER:	Whitby Boat Works, LTD., Ontario Canada
HULL IDENTIFICATION NUMBER (HIN):	ZWB420770176
HOME PORT:	Falling Water, WV. - for documented vessels
HAILING PORT:	Williamsburg, VA
OFFICIAL NUMBER:	941129 - sighted in engine space
USCG DOCUMENTED FOR:	Not Available
OWNER:	Held in brokerage by Commonwealth Yachts, Inc., Gloucester Point, VA.
PLACE OF SURVEY:	York River Yacht Haven, Gloucester Point, VA.
DATE/TIME OF SURVEY:	Saturday, May 22, 2004
HULL MATERIAL:	Reported to be Fiber Reinforced Plastic (FRP) with balsa core
HULL TYPE:	Semi-displacement
LENGTH OVER ALL (L.O.A.):	42' 0"
(LOAD) LENGTH WATERLINE (L.W.L.):	32' 8"
BEAM:	13' 0"
REGISTERED BEAM:	Not available
DRAFT:	5' 0"
DEPTH:	Not available
DISPLACEMENT:	23,500 lbs.*
OVERHEAD CLEARANCE:	49' above DWL*
GROSS TONS:	Not available
NET TONS:	Not available
PROPULSION SYSTEM:	Sail with auxiliary diesel.
FUEL CAPACITY:	Reported to be 140 gals.

II. GENERAL INFORMATION

GENERAL INFORMATION *(Continued)*

AC POWER: **Yes 110 volt.**
DC POWER: **Yes, 12 volt.**
FRESH WATER CAPACITY: **Reported to be 300 gals.**
HOLDING TANK: **Yes**
INTENDED USE/BUYER: **Reported to be recreational cruising**
BUYER'S EXPERIENCE: **Buyer reports that he has many years of boating experience including vessels of this type.**
INTENDED CRUISING AREA: **Reported to be the Great Lakes**

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of survey*:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the *"Findings and Recommendations"* section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

** Refer to Summary and Valuation Section

*** Per USCG Documentation

**** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

- TYPE:** Semi-Displacement with a full keel and skeg rudder.
- MATERIAL:** Reported to be FRP (fiber reinforced plastic) a balsa core.
- EXTERIOR HULL:** Exterior hull is painted gelcoat with topsides being generally fair and true. There are some scuffs and scrapes, but no overt evidence of major damage.
- BULKHEADS:** Athwartships reinforcement is enhanced by wooden/FRP bulkheads bonded to the hull with FRP (fiber reinforced plastic). Sighting of points of attachment was limited due to construction methods. Where it could be seen the tabbing was intact.
- STEM:** Stem is constructed of reinforced FRP and free of obvious defects on visual examination.
- TRANSOM:** The transom is constructed of reinforced FRP. It supports a bolted on swim ladder. No obvious damage noted.
- * **BILGE:** [B1] Bilge is rough finished FRP. The bilge aft the engine space needs a good cleaning.
- CHAIN LOCKER (DRAINAGE):** Apparently drains to the bilge. No exterior drains were sighted.
- KEEL EXTERNAL:** Vessel has a full keel of FRP that is molded seamless with the hull. No signs of damage noted.
- LIMBER HOLES:** Limber holes are of adequate size and clear where sighted.
- MOISTURE CONTENT:** Exterior hull was examined by percussion and the results were unremarkable. Examination with a Sovereign Moisture Meter was likewise unremarkable with all readings being 5% or less on the Sovereign "A" Scale.

DECK CONSTRUCTION

- TYPE:** Deck is constructed of FRP over a core material (probably balsa wood) with a molded in non skid surface.
- COCKPIT:** Vessel has a center cockpit served by scuppers that drain to above the water line through hull fittings. Where the drains could be sighted (access was limited) they appeared to be serviceable.
- * **NOTE:** [B2] Deck surface was examined by percussion (hammer) and with a Sovereign Moisture Meter. Some hairline cracks were seen in the gelcoat. Most readings were in the 5%-15% range. The major exception was the area on the forward deck immediately aft the windlass. Percussive examination was suspect for moisture incursion and this was born out by moisture meter readings of 20%. There is an area that will flex under weight. The buyer was aware of this and the situation was discussed.

HULL-TO-DECK JOINT

- TYPE:** The hull to deck joint appears to be of the internal flange type.
- FASTENERS:** Yes, bolts of appx. 1/4" diameter set appx. 8"-10" o.c.
- BEDDING COMPOUND:** There is evidence of bedding compound/sealant at the joint
- REINFORCEMENT:** The teak cap rail above the joint gives the impression of adding some reinforcement to the joint.
- * **OTHER:** [B3] There is an area on the teak cap rail forward the shrouds where the wood has been damaged.

DECK FITTINGS

- * **STANCHIONS:** [C1] Stainless steel stanchions with vinyl covered stainless steel lifelines run the perimeter of the deck from boarding gate to boarding gate port and starboard. Stanchions were found to be secure to "lug". Some rust is beginning to show at a few spots on the lifelines.
- BOW PULPIT (BOW RAIL):** Stanchions and bow pulpit are of stainless steel. All parts were found to be secure when tugged on. Bow rail is of sufficient height to afford protection to crew working forward on deck.
- VENTILATION:** There are Dorade ventilators on deck. No damage noted.
- SCUPPERS:** Scuppers were sighted on the port and starboard decks. Due to lack of access it could not be readily determined how these drain.
- CHOCKS AND CLEATS:** All chocks and cleats sighted were stainless steel and are considered serviceable. Where it was possible to sight the underside, the various components were found to be through bolted, and reinforced by washers and, at some sites, backing plates.
- PUSHPIT (STERN PULPIT):** Pushpit is made of stainless steel. It was found to be secure and is considered serviceable.
- DECK SURFACE:** Gel coat with molded in non-skid. Condition is considered serviceable.
- GRAB RAIL:** There are teak grab rails to port and starboard atop the cabin house. They were found to be secure to tug. The finish on the wood is considered to be in serviceable condition
- ANCHOR PLATFORM:** There is a double roller, metal anchor platform bolted on at the bow. No damage noted.

SUPERSTRUCTURE

- MATERIAL:** Cabin house and deck are one unit molded FRP (fiber reinforced plastic) and wood.

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE (Continued)

DECK HATCHES: There are two overhead, opening hatches. Both have closures to make them weather proof, hold open devices, and are operable. Each appears to be large enough to permit emergency egress.

WINDOWS/PORTS/DOORS: There are opening port lights on each side of the cabin trunk. All have screens and closures. All were found to be operative and no signs of leaks were observed.

FITTINGS AND HARDWARE: The various items of hardware that were sighted inside the cabin were found to be secure and operable.

JOINERY STRESS: None sighted.

SUPERSTRUCTURE HOUSE TO DECK JOINT: Deck house and deck are molded seamlessly, no joint was observed. No damage noted.

* **MOISTURE CONTENT:** [B4] Cabin trunk top was checked by random percussion (hammer) and with a moisture meter. There were some readings of from 5% to 15% on the Sovereign "A" Scale. These findings were discussed with the buyer.

BRIDGE DECK

COCKPIT: The vessel has a center cockpit.

SEATS: All seating is molded FRP. Cockpit cushions in serviceable condition were sighted inside the cabin.

* **BIMINI:** [C2] There is a bimini in place that is supported by a stainless steel frame. Both the frame and the bimini are in good condition and considered serviceable even though the canvas is showing the effects of age and exposure. What appeared to be a dodger was stowed under a cover forward in the cockpit. It was reported to be in need of repair and it was not examined since the condition was already known.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT: General equipment sighted included: boat hook, cleaning supplies, extra lines, water hose, utensils in galley.

ACCESSORIES: Accessories sighted included: Magma LP gas grill on the pushpit, Saura Chronometer, and cockpit awing with side curtains.

DINGHY/TENDERS: There was a Boat US inflatable dinghy bearing HIN BA-SVN330971203 atop the cabin. It was not tested in the water. No overt evidence of damage noted.

FENDERS: Sighted five, large, rubber, sausage link type fenders...All were considered serviceable.

DOCK LINES: Vessel had ample dock lines of appropriate size for routine security at the dock. All lines sighted were in serviceable condition.

AUXILIARY MOTORS: Sighted a Nissan 5 outboard motor attached to the pushpit. Its model # is N S5B and it bears serial # 25803. Motor has start in gear protection. There was no opportunity to check the operation of the motor.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH: The joinery on the interior of this vessel was of good quality.

CABIN BRIGHT WORK: The finish on the wood is good, but it could be improved with cleaning and polishing.

INTERIOR BULKHEADS: The interior bulkheads were well fitted where they could be sighted. Access to points of attachment was limited due to the method of construction.

WATER INTRUSION SIGNS: There were readily detectable OLD signs of water intrusion at several sites. Vessel was inspected soon after a heavy rain storm.

STORAGE AREAS: The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted.

HEADLINERS: Headliner is finished FRP...the underside of the cabin trunk. No damage noted.

DOORWAYS: The doors on the vessel were made of solid wood. They swung freely, fit well and had working hardware.

FABRIC AND CUSHIONS: The fabric on the cushions throughout the entire vessel is clean - in very good condition.

FLOOR AND WINDOW COVERINGS: None sighted.

ACCOMMODATIONS: Vessel will accommodate seven: two each in the fore and aft cabins and three in the main cabin.

HEADS: Two

SHOWERS: Two

FAUCET FIXTURES: The faucet fixtures and sinks were operable in both heads and in the galley.

* **LIGHT FIXTURES:** [C3] There are 12 volt lights throughout the vessel. Not all were operable on day of survey.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: (Continued)

SALON FURNISHINGS: All furnishings are built in: bench seating to port and starboard and a folding dining table.

CABIN FURNISHINGS: Cabin furnishings are all built in - beds, berth, storage areas, etc.

CABIN SOLE: Teak and holly - in good condition. It could benefit from cleaning and treatment.

VENTILATION: Ventilation is achieved via a combination of overhead opening hatches, port lights, Dorade vents, and the doorway between the cockpit and the cabin.

AIR CONDITIONING UNITS: None sighted

CABIN HEATING: There is an Espar heating system in the engine space that is reported to be inoperable.

GALLEY

LOCATION: Galley is located on the port side at the aft end of the main cabin.

SINKS: There is a double stainless steel sink. It has both pressure and pump water. Pressure supplied faucets worked. No signs of leaks were noted. The pump faucet did not function.

* **REFRIGERATION:** [B5] Vessel has an Grunert DC powered cold plate. Unit did not power up.

* **STOVE/OVEN:** [B6] Vessel has a three burned LP gas stove with an oven. Stove was not operated. Neither operating instructions nor a caution notice on oxygen consumption - carbon monoxide were sighted.

HEAT PROTECTION (INSULATION): Yes, there is a cover in place.

MICROWAVE: There is a Sharp microwave. It powered up.

ACCESSORIES: Galley has a number of utensils, etc.

PROPULSION

MAIN ENGINES

TYPE: Diesel

MANUFACTURER: Ford-Lehman

SERIAL NUMBERS: Could not locate

HORSE POWER: Reported to be 80 h.p.

NUMBER OF CYLINDERS: Four, in-line

INDICATED HOURS: 5,138.4 per meter

THROTTLE CONTROLS: Controls are mechanical -cable and lever type.

EMERGENCY SHUT DOWN: There is a pull down on the steering column at the helm station.

ENGINE MOUNTS AND BED: Engine mounts are steel and bolted to the longitudinal stringers. They are clean and considered to be serviceable.

* **DRIP PANS:** [B7] None sighted. Engine fluid and loose debris can fall into bilge area.

* **LUBRICATION:** [B8] Not checked - Dip stick could not be located.

VENTILATION: There is natural ventilation for the engine. While running the engine did not give indications of being oxygen deprived.

EXHAUST SYSTEM: Engine is fresh water cooled with raw water cooled exhaust. The hoses and clamps that could be sighted were considered to be serviceable.

INSULATION: There is Celotex type insulation in place and it is considered to be in fair condition.

PROP SHAFTS: The propeller shaft is 1 1/2" stainless steel and of unremarkable appearance.

ENGINE ALARMS: Vessel is equipped with audible and visual alarms. Alarms operated on day of survey.

STUFFING BOX: Stuffing box is of the bronze hex type with a shear pin in place. It appears there is sufficient slack to permit some tightening if necessary.

COOLING SYSTEM

TYPE: The engine has fresh water reservoir cooling with raw water cooled exhaust.

RAW WATER STRAINERS: There is a strainer in place and it appears to be in serviceable condition.

* **COOLANT LEVEL:** [B9] Coolant level was not checked. The coolant cap is stuck.

HOSES AND CLAMPS: All hoses and clamps sighted were considered to be serviceable and no signs of leaks were noted.

BELTS AND PULLEYS: Belt tension was found to be satisfactory. There was no black spin off indicative of pulley misalignment noted on the face of the engine.

III. SYSTEMS

PROPULSION

TRANSMISSIONS

DRIVE TYPE: Straight with reduction gear

GEAR RATIO: Not sighted due to lack of access

FLUID LEVEL AND CONDITION: Fluid level was not checked. No signs of leaks were noted on the transmission or in the bilge below the transmission.

CONTROLS: Controls are mechanical - cable/lever type. They functioned without problems during the trips to and from haul out.

COUPLER (SAFETY WIRE): None sighted

PACKING GLAND: Portions of the hose sighted were of unremarkable appearance. Both ends are double clamped.

FUEL SYSTEM

MAIN ENGINES

FUEL TYPE: Diesel.

MATERIAL: Appears to be black iron - painted

NUMBER OF TANKS: Two (2)

TANKS CAPACITY: Reported to be 70 gals./tank for a total of 140 gals.

SECURED: Yes, tanks are secured.

LOCATION: Port tank is outboard the engine - in the engine space. Starboard tank is behind the paneling in the passageway between the main and aft cabins.

* **MANUFACTURING LABEL:** [A1] The required label was sighted on either tank.

* **FILL PIPE LOCATIONS:** [C4] Fill ports are located on the port and starboard decks and marked "FUEL".

* **FILL PIPE GROUNDED:** [A2] There is no evidence of fill port grounding.

* **FILL PIPE MATERIAL:** [A3] The required markings were sighted on the hoses.

* **HOSE CONNECTIONS, CLAMPS:** [A4] The end of the hose that could be sighted (at the port tank) had double clamps. Due to lack of access it could not be determined that the hose at the starboard tank or those below the fill ports had double clamps.

FUEL LINES AND FITTINGS: The fuel lines sighted had the required marking and the fittings appeared to be of the required type.

FUEL MANIFOLD VALVES: Ball type valves properly marked, operable.

VENT LOCATION: Transom - clear and without obvious damage.

SHUT-OFF VALVE: None sighted

FUEL FILTERS: Fuel filters were sighted in place. No signs of leaks noted at the sites.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: Lead acid battery powered 12 volt system.

* **BATTERIES:** [C5] Sighted three batteries: one Group 27 and two Group 24. All are secured and have covers over terminals. All the leads are attached with wing nuts.

BANKS: One

MAIN BATTERY SWITCHES: Rotary type - securely mounted, protected against weather and accessible.

PANEL: The main electrical panel is located on the starboard side at the aft end of the cabin/navigation station.

BREAKERS/FUSES: The breakers/fuses on the panel are clearly identified. They were operable on day of survey.

TYPE CONNECTORS: Access for sighting was limited due to methods of construction. What could be seen were captive type connectors.

ROUTING/SUPPORT: Generally well supported and secured where sighted.

CHARGING SYSTEM (BATTERY CHARGER): Vessel has a LaMarche Model A-40-30-12V battery charger. Unit appears to be securely mounted, has ventilation and is protected from weather. It powered up on day of survey.

CHARGING SYSTEM (ALTERNATOR): There is an alternator of unknown capacity on the engine. According to helm station panel this component was operating when the engine was running.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)

- SHORE POWER INLET:** There is a weather proof shore power inlet on the starboard side in the cockpit/forward the aft cabin. It is of the standard 30 amp/125 volt type. This was used without incident on day of survey to provide power via a heavy duty electrical cord. No burn marks were noted on either the inlet or the cord. Both were serviceable on day of survey.
- MAIN BREAKER:** The main and branch breakers are located on the main panel along with, but separated from the 12 volt breakers. The breakers are all clearly identified.
- CONNECTIONS (TYPE):** Sighting was limited because of construction methods. The connectors that could be sighted were considered to be of the recommended type.
- WIRE TYPE (SIZE AND RATING):** Wire size appears to be recommended type for this installation.
- ROUTING:** Generally well routed and supported where sighted.
- * **OUTLETS:** [B10] All the 110 volt duplex outlets sighted checked O.K. for polarity but there were no Ground Fault Circuit Interrupters (GFCI) outlets to protect the circuits
- GALVANIC ISOLATOR:** A Cole Hersec isolator was sighted inside the engine space.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

- STORAGE TANKS:** Three, but with one reported to be out of service.
- CAPACITY:** Reported to be a total of 300 gals.
- ACCESS:** Very limited
- LOCATION:** tanks are located under the main cabin sole and forward
- INSPECTION/CLEANING ACCESS:** None sighted due to lack of access.
- MATERIAL:** Appears to be aluminum
- FILL PIPE LOCATION:** There are three fill ports: port, starboard and at the port bow. All are marked "WATER".
- VENT PIPE LOCATION:** Not sighted
- PUMPS:** There is a 12 volt demand type water pump. It operated on day of survey.
- HOSES AND CLAMPS:** All hoses and clamps sighted were considered to be in serviceable condition. No signs of leaks were noted.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

- TYPE:** Combination AC electric and heat exchanger
- MANUFACTURER:** Seaward
- CAPACITY:** 6 gallons per tank label
- PRESSURE RELIEF VALVE:** Yes, sighted on the tank
- HEAT EXCHANGER AND PLUMBING:** Hoses and clamps were considered to be in serviceable condition. No evidence of leaks was sighted.
- * **NOTE:** [C6] There was no water in the tank to permit testing its operation

SANITATION

SANITATION (BLACK WATER)

- MANUAL OR ELECTRIC TYPE:** There are two manual heads. Both flushed and filled at time of survey.
- LOCATION OF HEADS:** Both heads are on the port side. Aft head is accessible through the master (aft) cabin and the forward head can be accessed from either the salon or forward cabin.
- M.S.D TYPE USCG SYSTEM:** MSD Certification Type III - holding tank
- RAW WATER SUPPLY AND CLAMPS:** Hoses and clamps sighted (intake and discharge) were considered to be in serviceable condition. No signs of leaks were noted.
- PUMP-OUT LOCATION:** Starboard side deck, appropriately marked "WASTE"
- "Y" VALVES:** There are "Y" valves in place - one for each head.
- VENT LOOP:** Two vented loops were sighted.
- * **SYSTEM INSTALLATION:** [C7] There was a slight odor noted at the forward. It appeared to be from the "old" water in the bowl.
- HOLDING TANK:** Not sighted due to lack of access.

III. SYSTEMS

SANITATION

SANITATION (GREY WATER)

- * **BASINS, SHOWERS, HOSES AND CLAMPS:** [C8] It appears that the basins and galley sink drain via hoses to below the water line through hull fittings. Where the hoses and clamps could be sighted no signs of leaks were noted. It appears the forward head shower drains to the bilge.

STEERING SYSTEM

STEERING SYSTEM

- TYPE:** Hydraulic
- NUMBER OF STATIONS:** One
- LOCATIONS:** Cockpit
- LINES AND FITTINGS:** No leaks were sighted along the lines or at any of the fittings that could be sighted.
- MOUNTING:** The mounting points that could be sighted were of unremarkable appearance.
- * **PACKING GLAND:** [B11] The rudder stuffing box is of the bronze hex type. There is sufficient thread available to permit tightening if need be. The stuffing box is "weeping".
- * **EMERGENCY TILLER:** [C9] There is a socket for an emergency tiller located under the aft cabin berth. A tiller was not sighted.

GROUND TACKLE

GROUND TACKLE

- * **ANCHORS:** [C10] There is a single CQR rigged and ready at the bow. It has a rode or 3/8" chain (reported to be 140') and 5/8" three strand nylon (reported to be 200'). The connection between the anchor and the chain was via a galvanized shackle with a safety wire in place. A second anchor, a Danforth 1300, was sighted on the pushpit. It was not rigged. It is reported that the secondary anchor has a rode of 300' of 3/4" three strand nylon. This was not sighted.
- * **WINDLASS:** [C11] There is a manual windlass. Its handle was not sighted.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

- VHF:** Icom, IC-M180 - powered up
- GPS:** Magellan, Nav 5000D - powered up
- AUTOHELM:** Wagner, S50 - powered up
- * **SPEEDLOG:** [C12] Datamarine, Navigator - did not operate at the dock
- DEPTH SOUNDER:** Two: International Offshore and Datamarine - powered up
- * **COMPASSES:** [C13] Wagner, appx. 5" diameter, appears to be operative - No compass deviation card was sighted
- ANTENNAS:** Antennas sighted were considered to be secure and without obvious damage.
- BAROMETER:** Yes, in main cabin - appeared to be operative.
- SHIPS CLOCK:** Yes, in the main cabin - appeared to be working
- BURGLAR ALARM:** None sighted.
- SERIAL NUMBERS:** Serial numbers could not be sighted due to the manner in which the instruments were installed.
- OTHER:** Datamarine, Apparent Wind - powered up
Sailcomp KVH Digital Compass - powered up

ELECTRONICS (ENTERTAINMENT)

- STEREO SYSTEM:** Realistic, AM/FM radio with cassette tape player - powered up in the radio mode
- SPEAKERS:** Speakers sighted were operable on day of survey
- TELEVISION(S):** Sony, estimate 19", color, plasma screen TV - powered up
- VCR:** Mitsubishi - powered up

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

- * **NOTE:** [C14] The above the water line through hull fittings on the vessel serve as vents and drains. The majority of these through hull fittings were on the transom. There was no ready access for sighting the above the water line through hull on the port side of the vessel. The ABYC recommends that all above the water line through hull fittings that will be below the vessel's maximum heeled water line (the lowest level of the sheer amidships for sail boats) have sea cocks. No sea cocks were sighted on the subject fittings on this vessel.
- * **NOTE:** [B12] With the exception of the plastic transducers, all the through hull fittings sighted were bronze and of the spin on type. They were served by operable bronze ball valves. All the fittings and valves appeared to be in serviceable condition as did the hoses and clamps. All the hoses were double clamped. No signs of leaks were noted at any of the sites. It appears the ball valves could benefit from being serviced.
- * **BONDED:** [B13] All through hull that could be sighted had bonding wires in place. The wire on the through hull serving the engine intake is loose.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: There is a main bonding conductor on the vessel - a green wire that connects various through hulls.

GROUNDING PLATES: Sighted during the haul out.

LIGHTNING PROTECTION: It appears there is a lightning protection system in place on the vessel.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Sighted six (6) Type II, adult size and two (2) child size "Near Shore" PFDs and all appeared to be in serviceable condition.

NUMBER OF THROWABLE PFD'S: Sighted four (4) Type IV, throwable PFDs - three cushions and one horse shoe type and all appeared to be in serviceable condition.

- * **FIRE EXTINGUISHERS:** [A5] Sighted three (3) Type BC, Size I, fire extinguishers. Two were mounted and one (in the aft cabin) was unmounted. All had gauges "in the green".

VISUAL DISTRESS SIGNALS: Sighted three (3) hand held flares with expiration dates of Nov 05 and three (3) 12 gauge pistol flares with expiration dates of Sep 05.

SOUND DEVICES: There is an operable cannister type air horn aboard.

- * **NAVIGATION LIGHTS:** [B14] The required lights were found in place but were inoperable.

- * **INLAND NAVIGATION RULE BOOK<(12M-39'4''):** [B15] The required book was not sighted.

"NO OIL DISCHARGE" PLAQUE: Yes, found properly displayed in engine space.

TRASH DISPOSAL PLACARD: Yes, found properly displayed in galley area.

- * **WASTE MANAGEMENT PLAN (OVER 40):** [B16] None Sighted.

AUXILIARY SAFETY EQUIPMENT

- * **LIFE RAFT:** [C15] Sighted a contained with a label indicating it contained a 6 person Avon life raft. The inspection date on this component is NOT CURRENT.

E.P.I.R.B.: None sighted

SMOKE DETECTOR: None sighted.

BILGE WATER ALARM AND SAFETY SWITCHES: None sighted

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE): None sighted

SEARCH LIGHT: There is a hand held 12 volt search light that operated at time of survey.

FIRST AID KIT: Yes - sighted two on board

FUME SNIFFER ALARM SYSTEMS: None sighted

- * **MAN OVERBOARD SYSTEM:** [B17] Yes - sighted a package designed for mounting on the pushpit. Did not examine contents

BILGE PUMPS

- * **LIST:** [B18] Sighted a Rule 2000 DC powered bilge pump rigged for both automatic and manual operation. It powered up. Also, there is a manual bilge pump at the helm station. Its handle was located and fitted into the socket. There was not enough water in the bilge to prove its operation.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

- PROPELLER(S):** Vessel has a single, three blade, bronze propeller marked 18 LH 12. No dents, dings or bends were noted on the blades.
- PROPELLER SHAFT(S):** Propeller shaft is 1 1/2" stainless steel. Only a short portion shows.
- PROPELLER SHAFT (LOGS) TUBE(S):** The shaft log was of unremarkable appearance.
- * **SHAFT BEARING (CUTTLESS BEARING):** [B19] The cutless bearing exhibited signs of stoppiness/end play.
- RUDDER(S) MATERIAL:** Rudder is constructed of FRP over a cored metal frame. No obvious defects noted.
- RUDDER(S) MOUNTING:** Rudder is stem and skeg mounted. Examination revealed no excess play in the stock/bearing.
- SKEGS:** There is a short metal skeg that serves as both a second mounting point for the rudder and provides some propeller protection.
- PROPELLER PROTECTION:** Propeller is protected by the keel, rudder and skeg.
- THRU-HULLS:** The below the water line through hull fittings sighted were bronze and showed "gold" when scratched. Furthermore, all were clear.
- TRANSDUCERS:** The transducers were of unremarkable appearance. The wheel on the speed log turned freely.
- * **GROUNDING PLATES:** [B20] Sighted one grounding plate on the starboard side. It appears to be securely attached. There is some paint on the edges of this component.
- * **ZINCS:** [B21] None sighted

CONDITION OF HULL (WETTED SURFACE)

BLISTERS: There was no readily detectable evidence of hull bottom blistering. Symptomatic evidence of blistering can be obscured by fresh bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Surveyor had no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings. Assessing the condition of bottom laminate more accurately will require invasive/destructive testing (a laminate "profile" and/or laboratory analysis of core samples) and consultation with qualified FRP laminate expert(s).

The causes and cures of various forms of blistering are complex and controversial. Repair methodologies are constantly evolving with new technology of prevention and remedy emerging rapidly. Interested persons are referred to a reference on the topic of FRP laminates with a section devoted to blistering found in Tony Staton-Bevan's book "CARE OF GLASSFIBRE YACHTS" (2nd edition)

CONDITION OF BOTTOM PAINT: Bottom well painted. Condition is considered serviceable at present.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

- OTHER:** No air conditioning - cooling - was sighted.
- * **NOTE:** [B22] Vessel is equipped with a "Cole Stove", Model 1655. It is diesel fueled, has some insulation and exhaust via a Charlie Noble. No operating instructions or caution notice on oxygen consumption/carbon monoxide were sighted.

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

- TYPE:** LPG.
- LOCATION:** There is a dedicated gas storage locker under the seat in the port quarter.
- MOUNTING:** The mounting is secure.
- REGULATOR:** There is a regulator in place.
- PRESSURE GAUGE:** There is a pressure gauge at the tank.
- * **VENTILATION:** [B23] No vent to the exterior was sighted.
- SHUT-OFFS:** There is a shut off at the tank
- LINES AND FITTINGS:** All portions of the lines that could be sighted appeared to be of the approved type. The line at the stove is flexible.

III. SYSTEMS

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: A sea trial was neither requested nor conducted.

ENGINE SURVEY SUMMARY

ENGINE SURVEY

ENGINE SURVEY PERFORMED BY: An engine survey was not performed, but it is always recommended.

STANDING RIGGING

STANDING RIGGING

MAST: Masts are aluminum and sighting gave the impression that they straight and free of obvious defects/damage. There are steps on the main mast

MAST STEP: The main is keel stepped. No obvious defects noted in the area of the cabin trunk top where the mast penetrates. The mizzen is deck stepped and supported by a compression post. No defects noted where sighting was possible.

SPREADERS: Spreaders were observed from deck level and no cracks were sighted on edges.

- * *SHROUDS AND STAYS:* [B24] Shrouds and stays are a mixture of 1/4" and 5/16" stainless steel wire. No kinks or "meat hooks" were sighted. There is what appears to be an inner forestay that has been disconnected from its tang and the stay is attached to a starboard stanchion with duct tape.

BOOMS: Booms are aluminum and of unremarkable appearance. No obvious damage noted at goosenecks.

- * *TURNBUCKLES:* [C16] Turnbuckles are of the open barrel type. No cracks were sighted on the surfaces that were accessible. A large quantity of sail tape precluded sighting many areas. There are cotter pins in place.

TOGGLES: Toggles and tangs show no signs of wear or bends. Cotter pins are in place.

CHAIN PLATES: Sighting on the interior was limited due to lack of access. Where they could be seen on the interior the surfaces were of unremarkable appearance. Inspection of the deck surface area around the chain plates revealed no cracks or stress marks.

RUNNING RIGGING

RUNNING RIGGING

- * *WINCHES:* [C17] Main mast has a Farlow #3 and a Bariant #18. Mizzen mast has two Barlow #16 single speed. Atop the cabin is a Bariant #23 two speed, self-tailing. The primary winches are Teio Model 280, two speed and self-tailing. No obvious damage was noted. There was no opportunity to test the operation of the winches. No covers for the winches were sighted.

SAIL TRACK: There are securely mounted sail tracks to port and starboard. No damage noted to either tracks or cars.

BLOCKS: All blocks sighted had intact sheaves and were free of obvious defects.

TOPPING LIFT: Showing the effects of age and exposure, but it is considered to be serviceable.

MAIN SHEET TRAVELER: Hardware is considered to be free of obvious damage. Lines show some signs of exposure to weather and the effects of use. Unit is considered serviceable.

HALYARDS: Halyards are all rope and rope to wire and are considered to be in serviceable condition.

SHEETS: The sheets sighted were free of obvious damage and are considered serviceable.

ROLLER FURLING GEAR: There is a Pro Furl roller furling unit for the jib. No obvious damage noted.

SNAP SHACKLES: All the shackles, snap shackles and other hardware used for the running rigging was found to in very good condition and serviceable.

SAILS

SAILS

SAIL COVERS & BOOTS: Sighted covers in place for the main and mizzen sails. Both appeared to be serviceable.

- * *SAILS: (INVENTORY):* [B25] The sail inventor provided is as follows: 120% jib, new main sail, used main sail, working jib for use on inner forestay, drifter, storm jib, trysail. There was no way the sails could be evaluated on the boat or on the dock.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.3 (PAGE 4) There is a damaged area on the starboard cap rail just forward the shrouds.	<i>Repair the cap rail</i>
B.4 (PAGE 5) Some moisture meter readings of 5%-15% atop the cabin trunk were found.	<i>Repair any damage to the surface to prevent future moisture incursion and repair damage, if any, done to the core material.</i>
B.5 (PAGE 6) The refrigeration unit did not be powered up.	<i>Prove the operation of the refrigeration unit</i>
B.6 (PAGE 6) No operating instructions or caution notice on oxygen consumption or carbon monoxide was sighted. Stove was not operated. .	<i>Post operating instructions and a caution sign on oxygen consumption and carbon monoxide as recommended by ABYC A-3.5.1 and A-3.5.1.1. Prove the operation of the stove.</i>
B.7 (PAGE 6) No drip pans sighted or oil absorbent blankets sighted. Engine fluids and loose parts or debris can fall into bilge area	<i>Install a drip pan and/or oil absorbent blanket to keep engine fluids and debris from falling directly into the bilge.</i>
B.8 (PAGE 6) Oil was not checked - could not locate dip stick.	<i>Check the oil.</i>
B.9 (PAGE 6) Coolant cap is stuck. Could not check the coolant.	<i>Check the coolant.</i>
B.10 (PAGE 8) No GFCI protection was sighted for the AC outlets.	<i>Install GFCI outlets as recommended by ABYC E-11.13 and NFPA 302-8.11.1, 11.2, and 11.3.</i>
B.11 (PAGE 9) The rudder stuffing box is "weeping".	<i>Service the stuffing box.</i>
B.12 (PAGE 10) The ball valves serving the through hull fittings could benefit from being serviced.	<i>Service the ball valves.</i>
B.13 (PAGE 10) The bonding wire on the engine intake through hull fitting is loose.	<i>Reattach this bonding wire.</i>
B.14 (PAGE 10) The required navigation lights were sighted in place, but they were not operable.	<i>Prove the operation of the navigation lights as required by 33 USC 2020.</i>
B.15 (PAGE 10) The required Inland Navigation Rule Book was not found on board.	<i>Have on board the Inland Navigation Rule Book as required by COLREGS 33.</i>
B.16 (PAGE 10) No waste management plan was sighted.	<i>Have on board a waste management plan as required by 33 CFR 151.57.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.17 (PAGE 10) The contents of the man overboard recovery system were not removed from the package for inspection.	<i>Check the contents of the package and prove the contents to be serviceable.</i>
B.18 (PAGE 10) There was no water in the bilge to prove the operation of the manual bilge pump.	<i>Prove the operation of the manual bilge pump.</i>
B.19 (PAGE 11) The cutless bearing showed obvious signs of sloppiness/end play.	<i>Monitor the condition and consider replacement of the cutless bearing.</i>
B.20 (PAGE 11) There is some paint on the edges of the dynaplate.	<i>Scrape the paint from the edges of this plate to assure its effectiveness.</i>
B.21 (PAGE 11) No zincs were sighted.	<i>Consider installation of zincs.</i>
B.22 (PAGE 11) No operating instructions or caution notice on oxygen consumption/carbon monoxide were sighted for the heating stove.	<i>Post the operating instructions and caution notice. Prove the operation of the stove.</i>
B.23 (PAGE 11) No vent to the exterior was sighted.	<i>Install a vent in the bottom of the gas locker as recommended by ABYC A-1.8 and NFPA302.6-5.</i>
B.24 (PAGE 12) It appears the inner forestay has been disconnected.	<i>Determine why this was done and reconnect.</i>
B.25 (PAGE 12) It was really not possible to do an adequate inspection of the sails from the deck or on the dock.	<i>It is recommended that all sail be taken to a loft for a full lay out inspection.</i>

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
C.1 (PAGE 4) There is some rust showing at some of the swaged on fittings and at the points where the life lines pass through the stanchions.	<i>Monitor the condition of the life lines and replace as necessary.</i>
C.2 (PAGE 5) The dodger is reported to be in need of repair.	<i>Repair the dodger.</i>
C.3 (PAGE 5) Some of the DC light fixtures were inoperable.	<i>Prove the operation of all the DC lights.</i>
C.4 (PAGE 7) The fuel fill ports are marked "FUEL".	<i>Consider permanently marking the fuel fill ports to indicate type of fuel: "DIESEL" or "FUEL OIL" or the ISO Symbol as recommended by ABYC H-33.12.3.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
C.5 (PAGE 7) The leads are attached to the battery terminals with wing nuts.	<i>Attach the leads to the batteries with hex nuts as recommended by ABYC E-10.8.2.</i>
C.6 (PAGE 8) It appeared there was insufficient water to test the operation of the water heater.	<i>Prove the operation of the water heater in both modes.</i>
C.7 (PAGE 8) Some odor was detected near the forward head.	<i>Treat the system with some deodorant.</i>
C.8 (PAGE 9) It appears the forward shower drains to the bilge.	<i>Consider installation of a sump with a strainer for this gray water.</i>
C.9 (PAGE 9) A socket for an emergency tiller was sighted, but not a tiller.	<i>Locate the emergency tiller and prove its operation.</i>
C.10 (PAGE 9) There is only a single anchor rigged and ready aboard the vessel. It could not readily be determined whether the bitter ends of the anchor rode was attached to the vessel.	<i>Consider having two anchors of appropriate size rigged and ready for simultaneous deployment over the bow as recommended by ABYC H-40.4.3.1. Make sure the bitter ends of the rodes are attached, that all shackles have safety wires, and that nylon portions of rodes have chafe protection on the distal ends.</i>
C.11 (PAGE 9) The handle for the windlass was not sighted.	<i>Locate the handle and prove the operation of the windlass.</i>
C.12 (PAGE 9) The speed log could not be checked at the dock.	<i>Prove the operation of the speed log.</i>
C.13 (PAGE 9) No compass deviation card was sighted.	<i>Prepare and install a compass deviation card.</i>
C.14 (PAGE 10) There was no ready access for sighting the above the water line through hull fitting on the port side.	<i>Consider installation, if necessary, of seacocks on all above the water line through hull fittings as recommended by ABYC H-27.5.1.</i>
C.15 (PAGE 10) Raft dose not have a current inspection tag.	<i>Have the life raft inspected and repacked by authorized personnel.</i>
C.16 (PAGE 12) The tape on the turnbuckles precluded sighting many of the surfaces.	<i>The tape will have to be removed to take down the mast for transport. Have a rigger check the hardware before putting the masts back into place.</i>
C.17 (PAGE 12) No covers for the winches were sighted.	<i>Consider providing covers to protect the winches from weather.</i>

IV. FINDINGS AND RECOMMENDATIONS

GENERAL RECOMMENDATIONS

Place a wooden peg of appropriate size at the site of each through hull fitting to be used to stop leaks in the event of a fitting failure.

Have aboard sufficient tools and a supply of spare parts to permit dealing with minor maintenance problems while underway.

Equip the below decks areas with Smoke and Carbon Monoxide detectors. Be aware of the dangers of "station wagon effect" when an engine is operating (yours or another boat's) either while underway or tied at the dock.

Consider adding to the vessel's equipment inventory: an E.P.I.R.B., some Type I PFDs, a Radar Reflector, and Bolt/Wire Cutters of sufficient size to permit cutting away standing rigging in the event of an emergency.

There is a gasoline container stowed in the unvented starboard quarter deck locker. Find a safe location for storing the gasoline.

Change all engine fluids and filters. Make a note of the time/date. Use this information to begin a preventive maintenance program.

Take the time to read all the information provided by the boat and equipment manufacturers and become familiar with all the operating systems.

Make sure to have on board current charts for all the waters to be navigated.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"**EXCELLENT (BRISTOL) CONDITION**", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"**ABOVE AVERAGE CONDITION**", has had above average care and is equipped with extra electrical and electronic gear.

"**AVERAGE CONDITION**", ready for sale requiring no additional work and normally equipped for her size

"**FAIR CONDITION**", requires usual maintenance to prepare for sale.

"**POOR CONDITION**", substantial yard work required and devoid of extras.

"**RESTORABLE CONDITION**", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: FAIR

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$ 85,000

Eighty Five Thousand Dollars

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$ 250,000+

Two Hundred Fifty Thousand Dollars

PHOTOGRAPHS

"Mac Alister"

Fore and Aft Views of the Vessel on the Straddle Lift

