



# *JR Marine Survey*

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## REPORT OF MARINE SURVEY OF THE VESSEL

1982 Hunter 37



Prepared for:

May 8, 2008

By:

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## I. Introduction

Acting at the request of [REDACTED] the undersigned surveyor boarded the [REDACTED] at [REDACTED] Marina in Chesapeake City, MD, in order to conduct a Condition and Value survey. The Hull Identification Number, [REDACTED] was verified from the vessel's transom. **No State or Federal Registration documents were aboard and the registration number on the bow was from the State of Michigan 1984.** The vessel was inspected in winter storage on the hard and a sea trial was not performed. An out of water inspection of the hull's wetted surface area was performed. Sails were not unfurled and their inspection was restricted to visible surfaces. Rigging was inspected from the deck level only.

The reason for the survey was to ascertain the physical condition and value of the vessel for insurance purposes. Neither AC nor DC power was used to check operation of the electrical systems since neither was available. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

### Scope of Survey

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchor 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 also precluded inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, however, it is not to be considered an inventory or a warranty either specified or implied.

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.

### Definition of Terms

The following terms and words have the following meanings as used in the 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 SERVICE:** Service for which it was designed and manufactured by the naval architect and builder.

**FIT FOR INTENDED USE:** Use which is intended by Survey Purchaser (present or prospective owner).

**SERVICEABLE or 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 the system, component or item is functional as is with minor repairs.

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

**FRP:** Fiberglass Reinforced Plastic

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.

## II. General Information

1. **FILE NUMBER:** JRMS 050708
2. **INSPECTION DATE:** May 7, 2008
3. **REPORT DATE:** May 8, 2008
4. **PURPOSE:** Determine Condition and Value for insurance purposes.
5. **Inspection Performed at the Request Of:** Owner, [REDACTED]
6. **BOAT DESCRIPTION:** 37' monohull Cutter rig  
**HULL ID NUMBER:** [REDACTED]  
**MODEL:** Hunter 37  
**YEAR:** 1982  
**HULL MATERIAL:** Fiberglass Reinforced Plastic (FRP)  
**HULL COLOR:** White  
**BUILDER:** Hunter Marine Corporation  
**DESIGNER:** Cherubini  
**BOAT NAME:** [REDACTED]  
**HAILPORT:** Norfolk, VA on transom, Deltaville, VA per National Marine Fisheries database (<http://www.st.nmfs.gov/st1/CoastGuard/VesselByName.html>).  
**DOC NUMBER:** [REDACTED]  
**REG NUMBER:** No registration on file in Maryland. Number and decal on bow Michigan, 1984, MC 0245 LM,  
**OWNER:** [REDACTED]
7. **ENGINE:** Yanmar **Serial Number:** Not Readable  
**TRANSMISSION:** Kanzaki **Serial Number:** Not Readable  
**FUEL:** Diesel
8. **LOA:** 37'0"  
**LWL:** 30'0"  
**BEAM:** 11'10"  
**DRAFT:** 5'1"  
**DISP./WEIGHT:** 17,800 lbs  
**BALLAST:** 6,850 lbs  
**FUEL:** 44 gal.  
**WATER:** 100 gal.  
  
*Measurements and capacities were taken from Mauch's Sailboat Guide, Vol. I, page 207. No actual measurements or calculations were made by the surveyor.*
9. **INSPECTION LOCATION:** [REDACTED] Chesapeake City, MD.  
**IN ATTENDANCE:** Surveyor  
**PREVAILING WEATHER:** Clear, dry, 75°-80°
10. **INTENDED USE:** Inland
11. **AREA OF INTENDED USE:** Chesapeake Bay
12. **MARKET VALUE:** \$26,500
13. **REPLACEMENT VALUE:** \$200,000
14. **Hull ID Number:** Verification Rubbing  
[REDACTED]

**Description**

██████████ is a 37' masthead rigged cutter with single spreaders, keel stepped mast, roller furling genoa, self-tacking staysail and running backstays. The foredeck contains a recessed anchor locker for stowage of anchor and rode. The cockpit is protected by dodger and bimini, contains a wheel pedestal and an 18" bridge deck providing protection from boarding seas entering the cabin.

A U-shaped galley is to starboard as one enters the salon. A quarter berth cabin with sliding door and built in storage cabinets is to port of the companionway stairs. A panel in the quarter berth provides access to the transmission and stuffing box. To port and forward of the quarter berth is a navigation station with seating on the aft end of the port settee. To starboard, forward of the galley, is a settee that can be extended to form a double bunk.

A sliding door separates the salon from the head and vee berth forward. The head is to starboard with a stand-up shower. To port is a sink and vanity area. Forward of the sink, is a hanging locker. Double vee berth is forward of the head/vanity compartment.

There is ample storage throughout the vessel. The galley has storage cabinets under the starboard side deck with doors that fold down to provide work surfaces. There is also a large food storage area under the counter of the galley. There are stowage lockers above and behind both settees and in built in cabinetry in the berth areas.

**III. SYSTEMS****A. Hull, Deck and Superstructure****1. Hull**

**Type:** Displacement

**Material:** FRP

**Exterior Hull:** White gel coat with black tape stripe below the sheer and the name in black letters amidships. There are minor cosmetic scuffmarks on topsides. The following should be corrected;

**\*C1. 4" long gouge on port side through the gelcoat, 5" above the waterline.**

**\*C2. Poorly repaired hole on port side, 6" below the sheer in the middle of letter "█" of the name. Appears that some patching material is chipping off.**

**\*B1. Folding swim ladder is missing rubber tips on 1" pipe stand offs. This has caused indentations in the transom that show signs of cracking the get coat.**

**Portlights:** 2 opening 12"X6" ports in vee berth compartment, 2 opening 12"X6" ports in head, 5 opening ports 15"X7.5" in the salon, and 1 opening port 6"X12" in the quarter berth to the cockpit.

**Stringers:** Stringers sighted in engine compartment were dry and produced solid resonance when sounded.

**Bilge:** Bilge is clean where sighted in the salon and under the engine, with about 4" of clear water. Limber holes are clear. **Serviceable**

**Keel:** Fin keel bolted to a stub keel. Bolts sighted in the bilge appeared to be in serviceable condition, not corroded.

**Serviceable**

**Stem:** The stem is fair with no chips or cracks. **Serviceable.**

**Transom:** Reverse transom with folding swim ladder attached. No moisture detected, damage noted as described above.

**Ballast:** External, bolted to stub keel.

**Chain Locker: (Drainage)** Chain and anchor stowage in recessed locker in the foredeck. Drains to above waterline thru hull on starboard side.

**\*B2. The hinges of the anchor locker are loose and appear to have been sprung by closing against resistance.**

**Sounding and Moisture Readings:** Hull above and below the waterline showed no "wet" readings on a GRP-33 moisture meter except for a 6" square area on the trailing edge of the keel stub on the port side.



**\*C3. High moisture detected in trailing edge of keel stub port side.**

**Cathodic Protection:** No cathodic protection (zincs, etc.) installed.

**\*B3. No cathodic protection on stainless steel prop shaft.**

**Thru Hulls:** See Section K and Appendix for listing and diagram of thru hull locations. All appear serviceable except raw water intake screen that is fouled.



**\*A1. Raw water intake clogged with growth.**

## 2. Deck

### Deck Construction

**Type:** Molded with molded-in non-skid.

**Material:** FRP over plywood core.

### Hull to Deck Joint:

Type: Internal flange (deck molding rests on inward hull flange)

Fasteners: Thru bolted every 6". Observed in forepeak, vee berth, salon, galley and quarter berth. All observed appear serviceable with no signs of water intrusion.

Bedding compound (Elastomeric): Not sighted.

Reinforcement: None sighted.

**Good condition.**

**Soundings and Moisture Readings:** Deck was tested with a GRP-33 meter placed at approximately 1' intervals. Elevated moisture readings were observed around all port side chain plates and around the starboard aft lower chain plate. See Section N.1. Standing Rigging for details. **Serviceable with noted exception.**

### Deck Fittings:

**Forward Pulpit:** 1" stainless steel, solid and secure. **Serviceable.**

**Stanchions:** 4 stanchions each side, solid and secure. **Serviceable**

**Toe Rails:** Molded toe rail, 2" high at bow, tapers to 1" aft, topped full length by 1.5" aluminum toe rail. Aluminum thru bolted on 6" centers. **Serviceable.**

**Scuppers:** 1 1" scupper on each side installed in side deck to plastic above waterline thru hull. **Serviceable.**  
**Life lines (Port and Stbd):** Double lifelines from bow pulpit to aft pulpit. Some rust showing though cover on top lifeline starboard forward.

**\*B4. Rust on forward starboard top lifeline.**

**Aft Pulpit:** 1" stainless steel, solid and secure. **Serviceable.**

**Ventilation: All Serviceable**

- 2 12"X6" opening ports in vee berth compartment,
- 2 12"X6" opening ports in head,
- 5 15"X7.5" opening ports in the salon,
- 1 6"X12" opening port in the quarter berth to the cockpit.
- 1 19"X19" Bowmar hatch in vee berth
- 2 4" dorades in head/vee berth compartment
- 1 18"X13" Bowmar hatch in salon
- 1 9"X9" hatch in galley
- 1 9"X9" hatch in quarter berth

**Cleats & Chocks:**

- Samson post on fore deck, solid. **Serviceable**
- Chocks port and starboard. Port chock loose when percussion tested.
- Cleats on port and starboard quarters. **Serviceable**
- Cleats on port and starboard coaming for genoa sheets, port and starboard on mast for halyards, cabin top for reefing lines, all **Serviceable.**

**\*B5. Port forward chock loose.**

**Anchor Platform:** Stainless steel dual anchor roller. **Serviceable**



**Deck Surface:** FRP with molded non-skid. **Serviceable**

### 3. Superstructure/Cabin House:

**Material:** FRP, molded with deck with plywood core on top and sides

**Deck Hatches:** See "Ventilation" above.

**Windows/Ports:** See "Ventilation" above.

**Hand Rail:** 4 sets of Grab rails on cabin top two each side, secure. **Serviceable.**

**Fittings and Hardware:** Traveller for self-tacking staysail on cabin top forward of mast, secure. **Serviceable.**

**Canvas and Support Structure:** Dodger and Bimini, blue canvas on 1" stainless steel frame. **Good condition.**

**Superstructure House to Deck Joint:** Superstructure house molded with the deck, with stress cracks at forward port corner. **Serviceable**

**\*B6. Stress cracks on port forward corner of house/deck structure.**

**Moisture Content:** Cabin top is dry and no voids detected by sounding. Wet areas (25-30% on GRP-33) on inboard side of port dorade, entire inboard length of port grab rails. In addition, there are wet readings on the cabin sides between the 1st and 2<sup>nd</sup> portlights, and between the 4th portlight and the cockpit on the port side, and between the 1<sup>st</sup>

and 3<sup>rd</sup> portlights, and the 4<sup>th</sup> portlight and the cockpit on the starboard side. High readings begin below the “eyebrow” molding. According to Hunter the cabin sides contain plywood core.

**\*B7. High moisture on inboard side of port dorade on cabin top.**

**\*B8. High moisture on inboard side of port grab rails.**

**\*B9. High moisture on side of the cabin house port side.**

**\*B10. High moisture on side of the cabin house starboard.**

## 5. Underwater Hull

### Propellers

Number of Blades 3

Material Bronze

Condition **Serviceable**

### Propeller Shaft:

Diameter 1”

Material Stainless Steel

Condition **Serviceable**

**Shaft Bearing:** Secure, no movement. **Serviceable**

**Struts:** Single strut, condition **serviceable**

**Rudder Material:** FRP, no moisture detected with GRP-33

**Propeller Protection:** None

**Keel Bolts:** 5 keel bolts sighted in bilge, appear **serviceable**.

**Thru-Hulls:** See section Appendix

**Transducers:** Depth transducer located at forward bottom of keel.

**Strainers/Scoops/Screens:** Screen on raw water intake, fouled with growth. See \*A1, page 11 above.

**Grounding Plates:** None found.

**Zincs:** None installed. See \*B3, page 10 above.

**Blisters:** Although the owner reported blisters, none were observed during this survey. Blisters shrink and may not be visible when the hull is dried.

**Condition of Bottom Paint:** Fair, should be sanded before recoating.

## B. Interior

**Joinery and Finish:** Joinery is of good quality, finish is worn in spots needs cleaning. **Fair condition.**

**Bulkheads:** 2 athwartships bulkheads between salon and head, and between head area and vee berth. Tabbing appeared firm to the touch although covered by fabric hull liner. Doors in bulkheads operate smoothly in athwartships direction although head door sticks at bottom in fore/aft direction.

**\*C4. Head door sticks at bottom, appears out of alignment.**

**Water Intrusion Signs:** Signs of past water intrusion on starboard bulkhead, but no indication of current intrusion.

**Cabin Sole:** Finish is worn in spots, needs cleaning. **Fair condition.**

**Headliners:** Some staining, **fair condition.**

**Doorways:** Sliding doorways for quarter berth and vee berth operate smoothly. Head door noted above. **Serviceable.**

**Fabric and Cushions:** **Good condition**

**Window Coverings:** Window coverings some staining. **Fair condition.**

**Accommodations:** Double berth in vee berth compartment, single settee/berth to port in salon, settee convertible to double to starboard in salon. Single berth in port quarter cabin.

**Storage Areas:** Storage in vee berth in forepeak, hanging locker to port in vee berth area, stowage under sink and medicine cabinet in head area stowage cabinets above and behind settees, under aft section of settees. Stowage in chart table and above chart table in bookshelf. Dry stores stowage under galley counter, above outboard side of galley under side decks, doors fold down to form work surfaces. Quarter berth cabin has built in stowage cabinet and drawers. In cockpit there is a deep locker to starboard, lazarette stowage under helmsman seat, and shallow stowage locker to port.

**Head:** Single head to port aft of the vee berth with door.

**Shower:** Full stand up shower in head compartment with seating.

**Faucet Fixtures:** Hot and cold fixtures in shower, sink opposite head compartment, and galley.

**Television:** BrokSonic 13" TV/DVD player in salon above port settee.

**Stereo, Etc.** Portable Emerson CD player, in salon above starboard settee.

**Galley:**

**Sink:** Double stainless steel sink with hot and cold wwater.

**Refrigeration:** Ice box aft of galley, with section extending into starboard cockpit locker for access from cockpit. Approximately 1" of standing water in box due to clogged drain hole.

**\*B11. Ice box drain clogged.**

**Stove:**

**1, Type/Mfr.** AC Electric Origo two burner.

Model # Eurotech ceramic top.

Serial # Not visible

**2. Type/Mfr.** Portable Kenyon Express II, Butane burner.

Model # B23200

Serial # None found.

**Microwave:**

Type/Mfr. Haier

Model # Not visible

Serial # Not visible

**LPG System:** None installed:

**Trash Disposal Placard:** Trash disposal placard required by CFR Section 151.99

**\*A2. Trash disposal placard required by CFR 151.99 not posted..**

**C. Propulsion & Machinery**

**1. Main Engine**

**Type:** Diesel

**Manufacturer:** Yanmar

**Serial Numbers:** Not readable

**Year:** Unknown

**Horsepower:** 25

**Cylinders:** 3

**Indicated Hours:** Hour indicator not found

**Throttle Control:** Cable controlled

**Engine Mounts and Bed:** Mounts and bed appear **serviceable**.

**Engine Oil Level:** Normal

**Alternator Belt:** **Serviceable**

**Engine Cooling:** Raw water

**Exhaust:** Wet exhaust, below waterline discharge. All hoses double clamped, appropriate hose type. **Serviceable**

**Engine Gauges:** Temp and oil pressure located in bridge deck visible from helm

**Labels and Notices:** Oil discharge label required by CFR Part 155.450 not on board.

**\*A3. Oil discharge placard required by CFR 155 not posted.**

**Stuffing Box:** Visually inspected, **Serviceable**

**\*B12. Sound insulation on engine room access panels badly deteriorated.**

**2. Transmission:**

**Manufacturer and Serial:** Kanzaki, serial not readable

**Model #:** Not readable

## D. Electrical Systems

### 1. DC System

**Voltage:** 12volt

**Batteries:**

**Type** 1 Deep cycle house battery SRM 27, 600CCA, 750MCA

1 Starting battery, label not readable. 650CCA

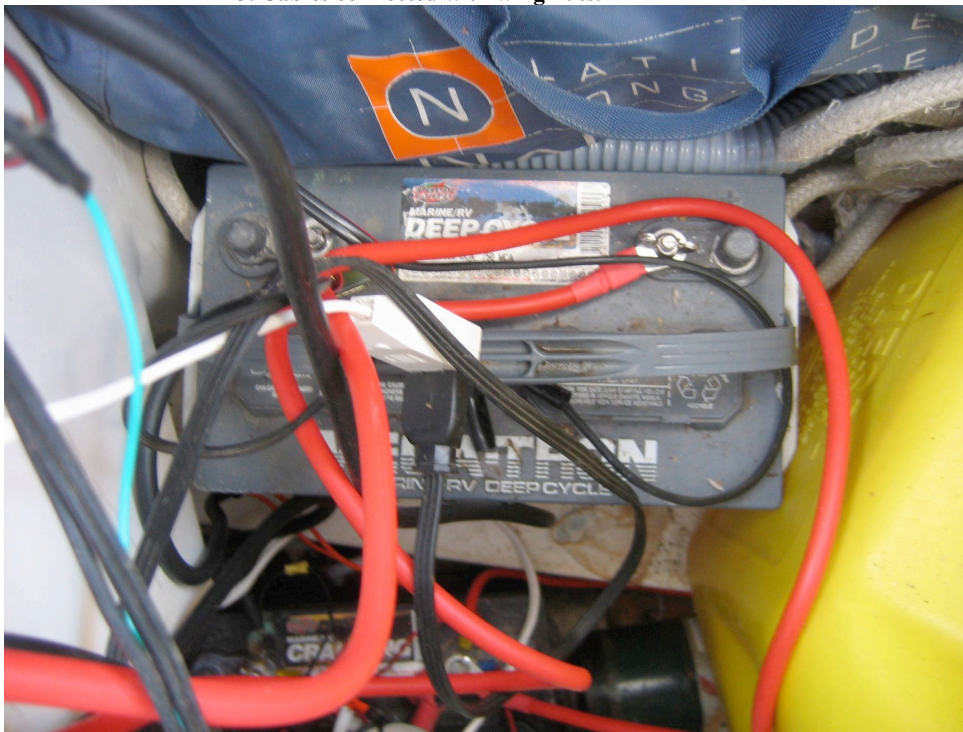
Batteries are located in the starboard cockpit locker. The installation is in violation of several CFR requirements and ABYC Standards. They are not secured, terminals are not covered, and cables are connected with wing nuts vice nuts, and are not contained in an acid proof box. The batteries are also stored below unsecured electrical components (automotive quality inverter, battery charger/starter). The specific requirements of 33 CFR 183.420 (a), (b), and (d) and Section 10.7 of ABYC Standards apply

**\*A4. Batteries not stored in acid proof containers**

**\*A5. Batteries not secured**

**\*A6. Battery terminals not protected from contact.**

**\*B13. Cables connected with wing nuts.**



**Main Battery Switch:**

**Type** Rotary make-before-break four position switch

**Number** 1

**Location** Galley

**Condition** Serviceable

**Panel:**

**Fuse/Breaker-** Breaker panel

**Location-** Navigation station

**Access** Accessible

**Condition** Serviceable

**Routing:** Where observed cables were supported every 18"

**Charging System:** (Battery charger)

**Type (Marine)** – located in starboard cockpit locker, Guest Charge Pro 2606A, portable, cable tied to locker bulkhead

**Manufacturer** Guest

**Serial #** Not found

**Charging System (Alternator)**

Number 1 engine mounted

Size (Amperage) unknown

**Inverter:** RoadPro 2500 watt inverter located on shelf in starboard cockpit locker, above batteries, not secured. Poses danger of falling on batteries and shorting unprotected terminals.

**\*A7. Automotive rated inverter unsecured above battery installation.**



## 2. AC System

### Shore Power Inlet:

**Number 1**

**Location** Starboard cockpit coaming

**Weather Protected** Yes

**Rating** 30 Amp 125 volt

**Distance to Panel (10' or breaker)** Greater than 10'

**\*B14.No overcurrent protection or breaker within 10 feet of shore power connection.**

**Shore Power Cable: Serviceable**

**Main Breaker:**

**Number 1**

**Rating** 115V AC

**Location** Navigation station

**Condition** Serviceable

**Outlets:** GFCI located in quarter berth cabin. Other outlets in vee berth, head sink, salon forward starboard galley starboard.

**Polarity:** Reverse Polarity indicator on AC breaker panel.

**Galvanic Isolator:** None

**Electrical System (Generator)**

**Manufacturer** Honda portable gas operated generator (not installed).

**Fuel type** Gasoline

**Model #** EU2000i

**Serial #** Not found

**Kilowatt rating** Unknown

**Voltage rating** Unknown

**Location:** Port lazarette under helmsman seat. This portable unit had a full gasoline tank, and was stored with full spare gasoline containers in the lazarette. This space has no adequate venting overboard for fumes and could vent to the engine space and cabin through the plywood flooring of the lazarette with is not airtight. NFPA 5.6.

**\*A8. Gasoline fueled generator and spare containers of gasoline stowed in lazarette without adequate venting.**

#### **E. Fuel System**

##### **Main Engine Fuel System**

**Type:** Diesel

**Number of Tanks:** 1

**Tank Capacity:** 44 gal. (per Mauch's)

**Tank Construction:** Aluminum

**Location:** Under quarter berth

**Fill Pipe Fittings:**

**Grounded** Yes

**Label** Yes

**Fill Pipe Material:** USCG Type A-2, **Serviceable**

**Hose Connections, Clamps:** **Serviceable**

**Fuel Lines and Fittings:** USCG Type A-1 **Serviceable**

**Return Lines:** USCG Type A-1 **Serviceable**

**Fuel Filter:**

Type Engine mounted cartridge

#### **F. Fresh Water Systems**

**Storage Tanks:** 2, under port and starboard settees

**Capacity:** 100 gal.

**Material:** Fiberglass

**Fill Pipe Location:** Port and starboard midships

**Vent Pipe Location:** Port and starboard midships

**Pump:**

**Type** Demand

**Condition** Serviceable

**Model #** Not found

**Serial #** Not found

**Hoses and Clamps:** **Serviceable**

**Dock Side Pressure Regulator:** Not installed

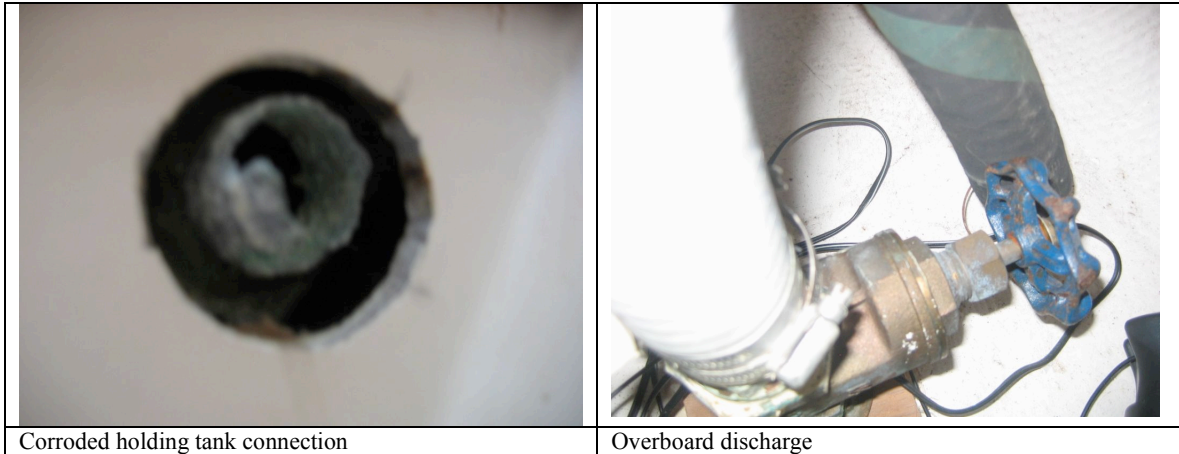
#### **G. Sanitation System**

**Number of Heads and Type:** 1 manual head

**Manufacturer:** Jabsco

**Location:** Forward of salon starboard side

**MSD Type:** Holding tank disconnected. Head plumbed to discharge directly overboard through a gate valve thru hull. Gate valve was open when inspected.



The original equipment waste pump/diverter valve has been disconnected, as has the pump out line. Direct connection to overboard discharge could result in severe penalties if the Coast Guard or other maritime law enforcement agencies ever inspect vessel. An MSD (holding tank) is required on all vessels having and "installed toilet" (33 CFR 159.7). An alternative to installing an new holding tank is to remove the toilet and use a Porta Pottie type device.

**\*A9. Head plumbed to direct overboard discharge.**

**Raw Water Supply and Clamps: Serviceable**

**Discharge Hoses and Clamps: Serviceable**

**Pump Out Location:** Deck plate on port side forward, but it is disconnected.

**Y Valve:** Disconnected

**Vented Loop:** Disconnected

**Sanitation (Grey Water)**

**Basins, Showers, Hoses and Clamps:** Serviceable

**Sump Tank Location:** Under salon sole, aft of mast.

**Material:** Plastic

**Pumps:**

**Model#** Rule 750

**Serial#** Not readable

**Discharge Hoses:**

**Overboard:** Starboard side midships, plastic thru hull above waterline.

**H. Steering System**

**Type:** Wheel pedestal, cable actuated

**Manufacturer:** Edson

**Number of Stations:** 1

**Locations:** Cockpit

**Model #** Unknown

**Pulleys, Cable and Chain Condition:** Appeared serviceable when sighted through the engine room from salon.

**I. Ground Tackle**

**Anchors (Number, Size and Type):** 1, Danforth type, approximately 30 lbs.

**Location:** Foredeck anchor locker

**Assembled and Reading for Use:** No, bitter end not secured.

**Line/Rode Material:**

Size 3/8" line

Length Estimate 150'

Bitter-end Secured No

**Rode Construction:**

Thimble badly corroded

Shackles appear serviceable

Splices deteriorating  
Safety Wire not installed on shackles.



**Chain:**

Size 5/16"  
Length Est. 50'  
Type Galvanized

**\*B15. Anchor rode not serviceable.**

**J. Electronics and Navigation Equipment**

Item	Mfr./Model	Location	Serial #	Status
VHF	Uniden/Solara	Nav Sta	Not found	Not tested
Autohelm	Raymarine	Pedestal	Not found	Not tested
Depth Sound.	Raymarine	Helm Sta.	Not found	Not tested
Compasses	Ritchie	Helm	Not found	Serviceable
Chart Plot GPS	Garmin 192C	Nav sta not installed		Not tested

**K. Thru Hulls**

**Above Water Line**

	Location	Use	Material	Comments
1	Port-topsides aft	Water tank vent	Plastic	Serviceable
2	Port topsides aft	Deck scupper	Plastic	Serviceable
3	Port fwd of midships	Head Sink drain	Plastic	Serviceable
4	Starboard bow topsides	Anchor locker drain	Plastic	Serviceable
5	Starboard fwd of midships topsds.	Sump Pump disch.	Plastic	Serviceable
6	Starboard fwd of midships topsds	Holding tank vent	SS	Serviceable
7	Starboard midships topsides	Water tank vent	Plastic	Serviceable
8	Starboard midships topsides	Bilge pump outlet	Plastic	Serviceable
9	Starboard aft	Deck Scupper	Plastic	Serviceable

**Below Water Line**

	Location	Use	Material	Comments
A	Port aft below counter waterline	Manual bilge pump	None	Serviceable
B	Port aft below counter waterline	Cockpit scupper	None	Serviceable
C	Port aft midships below waterline	Raw cooling intake	Bronze	Clogged
D	Port fwd of midships	Head discharge	Bronze	Serviceable
E	Starboard fwd of mid. Bottom	Head intake	Bronze	Serviceable
F	Starboard aft below counter	Cockpit scupper	None	Serviceable
G	Starboard aft below counter	Engine exhaust	None	Serviceable
H	Midships, forward edge of keel	Depth transducer	Plastic	Serviceable
I	Stbd aft midships	Galley Sink drain	Bronze	Serviceable

**L. Bonding System**

Not Installed

**M. Safety Equipment**

**1. USCG Required**

**Personal Flotation Devices Number and Type:** 1 child size found in quarter berth.

**Throwable PFD's, Number and Type:** None found on board

**\*A10. No adult PFD's on board**

**Fire Extinguishers:**

Number 3

Size 2.75 lb

Type/tagged or gauge

Location 2 in starboard cockpit locker, 1 in salon.

All extinguishers gauges indicate empty or expired.

**\*A11. No useable fire extinguishers on board.**

**Visual Distress Signals:** None found.

**\*A12. No visual distress signals found on board.**

**Sound Devices:** None found on board.

**\*A13. No sound devices found on board.**

**Navigational Lights:** Not tested.

**N. Rigging and Sails**

**1. Standing Rigging:**

**Mast:**

**Material** Aluminum, painted white

**Deterioration** None sighted, paint in good condition as inspected

**Mast Step** Keel stepped

**Spreaders:**

**Number** 1

**Angle** Does not bisect the angle of the upper shrouds.

**\*C5. Readjust spreader angle to bisect angle of upper shrouds**

**Shrouds and Stays:**

**Wire Type** 1X19

**Material** Stainless Steel

**Size** ¼"

**Number** 2 upper shrouds

4 lower shrouds

1 backstay

1 head stay

1 fore stay

**Condition** As inspected from deck level, appear **serviceable**

**Main Boom and Gooseneck:**

**Material** Aluminum

**Gooseneck** Serviceable

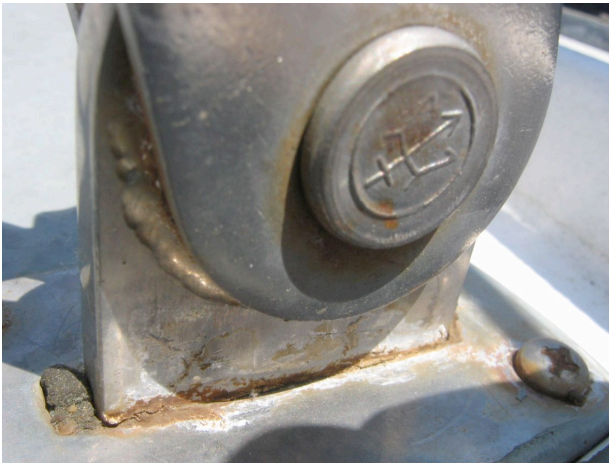
**Fittings and Blocks** Serviceable

**Out Haul** Serviceable

**Staysail Boom:**

**Material** aluminum

**Condition** Serviceable

**Turnbuckles:****Type (closed/open)** Open**Play** None**Cotter Pin** Properly installed**Thread status** Good, room remaining for adjustment**Condition** Serviceable**NOTE: Turnbuckles and chainplates were not inspected with penetrant dye.****Tangs:** Not inspected from deck level**Chain Plates:****Backing Plates** Stainless steel backing plates on tabbed bulkheads**Stress Cracks** None observed**Corrosion** Corrosion noted at deck penetration. There was also high moisture level noted in deck around all port side chain plates and on the starboard aft lower chain plate. May be crevice corrosion in chain plates where they pass through the deck.**\*B16. Moisture around all port chain plates and around starboard aft lower. Corrosion visible at deck joint.****Mast step:** Keel step appears solid and **serviceable**.**2. Running Rigging****Winches:****Number** 5**Size** 2 #23 Barient two-speed self-tailing genoa winches on cockpit coaming.

3 #w18 Barient two-speed, 2 on mast and one on cabin top port side.

**Manufacturer** Barient**ST** 2 #23**Condition** Serviceable**Sail Track:** Serviceable**Tracks and Cars:** Serviceable**Blocks:** Serviceable**Topping Lift:** Serviceable**Main Sheet Traveler:** Located on bridge deck, **serviceable****Reefing System:** Single line to cockpit, reef hooks on gooseneck**Halyards:** See finding C6.**Sheets:** See finding C6**Roller Furling Gear:** CDI Furler on headstay with genoa.**Swivel Blocks:** Serviceable**Snap Shackles:** Serviceable**Cotter Pins and Safety Wires:** Properly installed and **serviceable**.**Staysail Traveler:** Mounted on cabin top, **serviceable****Running Back Stays:** 2 running back stays secured to toe rail with snap shackles. **Serviceable****\*C6. All running rigging observed (except for genoa sheets) is heavily stained, stiff, and showing some chafing.**

**3. Sails:****Mainsail:** Not inspected**Mainsail Cover:** Serviceable**Headsail(s):** Genoa furled, not inspected.Staysail covered, inspected small portion of head, **Serviceable****IV. FINDINGS AND RECOMMENDATIONS**

Deficiencies noted under “SAFETY or REGULATORY” designated “A” should be addressed before the vessel is next underway. These findings represent an endangerment to personnel and/or the vessel’s safe and proper operating condition. Findings may also be in violation of U.S.C.G. regulations.

Deficiencies noted under “NEEDING ATTENTION” designated “B” should be corrected in the near future to prevent them from developing into safety deficiencies, prevent further deterioration, to maintain standards and to help the vessel retain it’s value.

Deficiencies noted under “SURVEYOR’S NOTES AND OBSERVATIONS” designated “C” are recommended to conform to voluntary standards published by the American Boat and Yacht Council or the National Fire Protection Association. The standard in question may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed.

**\* A. SAFETY or REGULATORY DEFICIENCIES**

<b>*A1. Raw water intake clogged with growth.</b>	<b>Clear strainer before launching</b>
<b>*A2. Trash disposal placard required by CFR 151.99 not posted..</b>	<b>Post placard</b>
<b>*A3. Oil discharge placard required by CFR 155 not posted.</b>	<b>Post placard</b>
<b>*A4. Batteries not stored in acid proof containers</b>	<b>Install approved battery box</b>
<b>*A5. Batteries not secured</b>	<b>Provide tie downs</b>
<b>*A6. Battery terminals not protected from contact.</b>	<b>Provide insulating boots for terminals.</b>
<b>*A7. Automotive rated inverter unsecured above battery installation.</b>	<b>Replace with marine rated and secure.</b>
<b>*A8. Gasoline fueled generator and spare containers of gasoline stowed in lazarette without adequate venting.</b>	<b>Remove gasoline to weather deck</b>
<b>*A9. Head plumbed to direct overboard discharge.</b>	<b>Install approved MSD</b>
<b>*A10. No adult PFD’s on board</b>	<b>Provide PFD’s</b>
<b>*A11. No useable fire extinguishers on board.</b>	<b>Provide required current fire extinguishers (ABYC recommends 3, USCG requires 2 Class 1)</b>
<b>*A12. No visual distress signals found on board.</b>	<b>Provide required current signals</b>
<b>*A13. No sound devices found on board.</b>	<b>Provide required sound devices</b>

**\* B. DEFICIENCIES NEEDING ATTENTION**

*B1. Folding swim ladder is missing rubber tips on 1" pipe stand offs. This has caused indentations in the transom that show signs of cracking the get coat.	Fill and fair indentations on transom, install rubber tips on swim ladder stand offs.
*B2. The hinges of the anchor locker are loose and appear to have been sprung.	Renew hinges.
*B3. No cathodic protection on stainless steel prop shaft.	Install zinc on prop shaft.
*B4. Rust on forward starboard top lifeline.	Investigate and repair
*B5. Port forward chock loose.	Investigate and repair
*B6. Stress cracks on port forward corner of house/deck structure.	Investigate and repair
*B7. High moisture on inboard side of port dorade on cabin top.	Investigate and repair
*B8. High moisture on inboard side of port grab rails.	Investigate and repair
*B9. High moisture on side of the cabin house port side.	Investigate and repair
*B10. High moisture on side of the cabin house starboard.	Investigate and repair
*B11. Ice box drain clogged.	Clear drain
*B12. Sound insulation on engine room access panels badly deteriorated.	Renew insulation
*B13. Cables connected with wing nuts	Replaced with hex nuts
*B14.No overcurrent protection or breaker within 10 feet of shore power connection.	Install breaker within 10 feet before panel
*B15. Anchor rode not serviceable.	Renew anchor rode
*B16. Moisture around all port chain plates and around starboard aft lower. Corrosion visible at deck joint.	Have rigger inspect and repair

**\* C. SURVEYOR'S NOTES AND OBSERVATIONS**

*C1. 4" long gouge on port side through the gelcoat, 5" above the waterline.	Fill gouge and fair surface.
*C2. Poorly repaired hole on port side, 6" below the sheer in the middle of letter "Q" of the name. Appears that some patching material is chipping off	Renew patching material, fair and match gel coat.
*C3. High moisture detected in trailing edge of keel stub port side.	Investigate and repair
*C4. Head door sticks at bottom, appears out of alignment.	Investigate and repair
*C5. Readjust spreader angle to bisect angle of upper shrouds	Have rigger inspect and adjust
*C6. All running rigging observed (except for genoa sheets) is heavily stained, stiff, and showing some chafing.	Renew old running rigging.

## V. SUMMARY AND VALUATION

### A. Summary

██████████ is a well built vessel, with hull and decks generally in good condition. However the maintenance issues listed in the A findings, will have a negative effect on market value. Of particular note are the electrical and sanitation findings that can have serious safety and legal implications. Some of the A findings noted, for instance lack of PFD's, current registration documentation, etc., may be the result of the vessel being in winter storage. The comments regarding same that are made in this report are simply based on the fact that they were not found during the inspection.

If the A findings are addressed, this vessel would be suitable for use in protected waters (Chesapeake Bay). Since this surveyor has no knowledge of the owner's skills or experience, use beyond that boundary would have to be addressed at another time.

### B. Statement of Overall Vessel Rating of Condition

It is the surveyor's experience that develops an opinion as to the vessel's overall rating of condition immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of condition as developed by BUC Research, and accepted in the marine industry, for a vessel at the time of survey, determined the adjustment to the range of base values in the BUC Used Boat Price Guide. 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, with numerous extras. A rarity.

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

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 is required and the vessel is devoid of extras.

RESTORABLE CONDITION, enough of the hull and engine exists to restore the boat to useable condition.

As a result of my investigation, as stated in the Systems (III), and Findings and Recommendations (IV), sections of this Report of Survey, and by virtue of my experience, my opinion is;

**OVERALL VESSEL RATING: Fair condition**

### C. Statement of Valuation

1. The Fair Market Value is the price, in terms of currency or its equivalent, that a willing seller will accept for property from a willing buyer, neither party being under undue pressure to act in the matter, and both parties being reasonably informed of the facts pertinent to the transaction, with the property offered for sale in a competitive open market for a reasonable period of time.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and conditions of the vessel, it is this surveyor's opinion that the FAIR MARKET VALUE OF THE SUBJECT VESSEL IS:

**\$26,500**

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, if possible. ESTIMATED REPLACEMENT COST OF THE SUBJECT VESSEL IS:

**\$200,000**

#### **D. Valuation Methodology and Limitations**

The valuations contained in this report represent the opinion of the undersigned surveyor only. Valuations are developed using some or all of the following resources; commercially published used boat price guides (BUC, NADA, Yacht World, SoldBoat.com, etc.), commonly accepted marine depreciation schedules, and consultations with knowledgeable yacht brokers.

Valuations are provided for use by underwriters and lenders only and do not constitute any guarantee that these figures are attainable in actual current or future markets. Valuation opinions are subject to prevailing economic conditions, both general and those specifically relating to local patterns of competition, consumer intensity, payment terms, etc. Parties having a secured interest in the valuation of the boat should periodically review the currency of the valuation basis in order to protect their financial interests.

#### **E. Surveyor's Certification**

I certify that to the best of my knowledge and belief;

- The statements of fact contained in this report are true and correct.
- The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal unbiased and professional analysis, opinions and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit solely of Mr. [REDACTED] and is the property of this client. Third parties who wish to obtain a copy of the original report should contact the person or persons for whom the survey was performed. JR Marine Survey will issue copies only on instruction from, and with the permission of, the original purchaser of the service. Fees for additional copies and transmittal expenses will be charged to the original purchaser.

*JERRY RICHTER*

Jerry Richter  
Surveyor

