

MARINE SURVEY

COMMISSIONED BY

PARADISE OF PORT RICHEY INC.

VESSEL

ARRO 65'
MONOHULL
[CUSTOM BUILT]

"GOSNOLD SPIRIT"

March 3, 2000

Peter Joyce, AMS-SAMS
Marine Surveys Inc.

1901 HOLIDAY DRIVE, HOLIDAY, FLORIDA 34691 [727] 937-7267 [800] 419-0005 FAX [727] 945-1179
FIBERGLASS . WOOD . METAL . YACHTS AND COMMERCIAL CRAFT

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TO: PARADISE OF PORT RICHEY INC.
8715 PORT RICHEY VILLAGE LOOP
PORT RICHEY, FL. 34668

DATE: March 2, 2000
TIME : 6:00 A.M.
CONDITIONS: DARK/ 67o
FILE: ARROBEV .65i

BEAVER 65' MONOHULL
"GOSNOLD SPIRIT"

IN WATER SURVEY

GENERAL INFORMATION:

OWNER/CAPTAIN

GOSNOLD SPIRIT INC.
33 BEACH RD
P. O. BOX 696
VINEYARD HAVEN, MA. 02568

LOCATION

8715 PORT RICHEY VILLAGE LOOP
PORT RICHEY, FL. 34668

BUILDER

BEAVER SHIP WORKS CORP.
ARUNDEL, MA.

YEAR/MODEL

1997/ DOUBLE DECK MONOHULL WITH TWIN
800 HP, CATERPILLAR 3408, DIESEL ENGINES

LENGTH 65' **BEAM** 22' **DEPTH** 4.5' **WGT** 34t NET **GRO** 43t

H.I.N.# AYH6511DF797

DOCUMENTATION # 1053146

PURPOSE OF VESSEL: COASTAL EXCURSION **RANGE** 20 MI

PORT OF REGISTRY VINEYARD HAVEN, MA. **CREW** 2+ **PASSENGER CAPACITY** 152

PURPOSE OF SURVEY: TO OFFER OPINIONS THAT MAY ASSIST WITH DETERMINING THE
CONDITION AND VALUE OF THIS VESSEL

VALUE ESTIMATES:

TOTAL AS FOUND VALUE	\$ 720,000.00
REPLACEMENT VALUE	\$ 1,053,000.00

DISCLAIMER:

THIS SURVEY WAS DONE WITHOUT THE REMOVAL OF PERMANENT FIXTURES AND OR DISMANTLING MACHINERY COMPONENTS TO DETERMINE THEIR INTERNAL CONDITION

THE UNDERSIGNED DISCLAIMS RESPONSIBILITY FOR ANY DEFICIENCIES AND/OR LATENT DEFECTS EXISTING AT THE TIME OF THIS SURVEY AND PRESENTATIONS THERE OF, NOT MENTIONED IN THIS REPORT.

RECOMMENDATIONS LEGEND:

ITEMS INDICATED BY ONE [*] ASTERISK ARE INCLUDED TO ASSIST WITH PREVENTIVE MAINTENANCE, OR TO DENOTE A PARTICULAR CIRCUMSTANCE THAT SHOULD UNDER GO TIMELY CORRECTION.

ITEMS INDICATED BY TWO [**] ASTERISK ARE THOSE THAT SHOULD BE CORRECTED TO MEET ACCEPTABLE MARINE STANDARDS, REQUIREMENTS, AND RECOMMENDATIONS UNLESS OTHERWISE EXPLAINED.

GENERAL OVERVIEW

THIS VESSEL IS A CUSTOM BUILT, ONE OFF DESIGN

SHE APPEARS IN GOOD CONDITION OVER ALL.

DISCREPANCIES NOTED IN THIS REPORT ARE READILY CORRECTABLE

ALL SCANTLINGS MEET OR EXCEED A.B.Y.C. RECOMMENDATIONS, U.S.C.G. REQUIREMENTS AND N.F.P.A STANDARDS.

THESE AND OTHER FINDINGS ARE FURTHER ADDRESSED THROUGHOUT THIS REPORT

HULL AND STRUCTURAL

HULL CONSTRUCTION; MOLDED FIBERGLASS ON VARIABLE DIMENSION, FIBERGLASS ENCAPSULATED, 2 X VARIABLE DIMENSION, LONGITUDINAL STRINGERS, 3" X VARIABLE DIMENSION FLOOR TIMBERS, AND 4 X VARIABLE DIMENSION FIBERGLASS ENCAPSULATED SHEER CLAMPS ON 3" VARIABLE DIMENSION PLYWOOD/ FIBERGLASS BULKHEADS

PRIMARY BULKHEADS ARE WATER SEALED

EXCEPTION: ALL COMPARTMENT FLOOR TIMBERS AND LONGITUDINAL MEMBERS ARE LIMBERED,

HULL CONFIGURATION FORE TO AFT

CHAIN LOCKER, FORWARD COLLISION BULKHEAD, FORWARD STOWAGE/ WORK SPACE, FUEL TANKS, ENGINE ROOMS, WATER AND WASTE TANK COMPARTMENTS AFT COLLISION BULKHEAD AND LAZARETTE

LOWER DECK CONFIGURATION, FORE TO AFT:

BOW PULPIT, FORE DECK, WING ENTRY DOORS LOWER ACCOMMODATION SPACE, AIR CONDITIONING UNITS, STARBOARD SIDE ACCESS DOOR, WET BAR, HEAD COMPARTMENTS, AND AFT DECK

UPPER DECK CONFIGURATION, FORE TO AFT:

UPPER DECK, FORWARD STAIRS, UPPER DECK FACING, WHEEL HOUSE, WING ENTRY DOOR, UPPER DECK SEATS, UPPER DECK AFT STAIRS.

ELECTRONIC SENDER UNITS ARE PROPERLY MOUNTED ON THE INTERIOR

TOPSIDES AND ATTACHMENTS AS VIEWED FROM THE PORT SIDE

OVER ALL APPEARANCE, VERY GOOD.

NO SIGN OF IMPACT DAMAGE OR MAJOR REPAIRS

ENGINE COMPARTMENT VENTS, GOOD

HULL GRAPHICS GOOD

DRAIN PORTS AND SEALS, GOOD

HULL AND STRUCTURAL CONTINUED:

** A FEW THROUGH BOLTS ON THE RUB RAILS, IN THE PORT AND STARBOARD FORWARD STOWAGE HULL COMPARTMENT HAVE BEEN REMOVED OR ARE MISSING

TRANSOM AND ATTACHMENTS

CONSTRUCTION: 3" FIBERGLASS ENCAPSULATED, PLYWOOD CORE

SIGHTINGS AND SOUNDINGS ON THE INTERIOR, DID NOT LOCATE DELAMINATION, MOISTURE METER READINGS WERE AT VERY LOW TO LOW

TRANSOM HEADER AND SILL, GOOD.

TRANSOM AND DECK ENTRY WAY DOOR/GATES, AND HARDWARE, GOOD.

INTERIOR STRUCTURAL MEMBERS;

BULKHEADS, STOWAGE BINS, COUNTER TOPS, LOCKERS, LONGITUDINAL STRINGERS, TRANSVERSE MEMBERS, ENGINE BEDS AND EQUIPMENT MOUNTS, APPEAR SOUND., PROPERLY TABBED AND/OR INTEGRATED WITH HULL

DECK AND DECKHOUSE

DECK TO HULL CONNECTION: OVER LAPPED AND SEALED

FLAT DECKS; FORE DECKS, LOWER INTERIOR AND AFT DECKS, 1" PLYWOOD ON 2 X 5 LONGITUDINAL AND TRANSVERSE MEMBERS AND DOUBLE RE ENFORCED GUSSETS AND KNEES

** UNDER SIDES OF THE FORE AND AFT LOWER DECKS ARE SHOWING HIGH MOISTURE AND THE ONSET OF SURFACE DECAY. AN EFFORT SHOULD BE MADE TO TREAT THESE AREAS WITH A SEALANT SUCH AS GET ROT TO CURTAIL FURTHER DECK DAMAGE, OTHERWISE, THE OPEN DECK AREAS WILL SOON BE DUE FOR REPLACEMENT.

* THERE DID NOT APPEAR TO BE ANY SIGNIFICANT DAMAGE ON THE UPPER DECK, HOWEVER IT IS NOT UNCOMMON FOR INDOOR, OUTDOOR CARPETS TO HOLD WATER THAT WILL EVENTUALLY GO THROUGH THE DECK GEL-COAT AND CAUSE ROT. A SUGGESTION WOULD BE TO REPLACE THE CARPET AT REGULAR INTERVALS AS A WAY OF AVOIDING UNDERLYING ROT.

FORE DECK SEATS: SOLID FIBERGLASS

DECK AND DECKHOUSE CONTINUED:

DECK HATCHES: MAN HOLE TYPE ON OUTER LOWER DECKS AND 1.5" INTERIOR DECK HATCHES.

LOWER DECK SIDES AND FRAMING: FIBERGLASS ENCAPSULATED SIDES ON 1" PLYWOOD, FACED WITH 3/4" TONGUE AND GROVE PLANK ON 2 X 4 LONGITUDINAL AND TRANSVERSE FRAMING AND 1" FIBERGLASS BULKHEADS ON VARIABLE DIMENSION VERTICAL FRAMING

FACINGS ALONG BOTTOM OF LOWER DECK SHOW VERY HIGH MOISTURE AND DECAY TO APPROXIMATELY 4-5"

LOWER DECK STOWAGE BINS AND LOCKERS: 1" GEL COAT AND RESIN COATED 1" PLYWOOD

WHEEL HOUSE TOP AND SIDES: VERTICAL 1" GEL COAT AND RESIN COATED PLYWOOD

THROUGH HULL PORTS, AND ELECTRONIC SENDER UNITS APPEAR TO BE PROPERLY MOUNTED ON THE INTERIOR

LOWER DECK RAILS : 6" ALUMINUM PIPE RAILS ON 34" RAISED GUNNELS AND GATES

UPPER DECK RAILS: 6" ALUMINUM PIPE RAILS ON 34" RAISED GUNNELS TO FORWARD OF MID SHIPS, SOLID 40" FIBERGLASS GUNNELS AT PORT AND STARBOARD FORWARD STAIRWAYS

DECK HARDWARE: 12" STAINLESS STEEL CLEATS, BOW PULPIT AND SLUSE, ANCHOR DAVIT AND ROLLER, GOOD

DECK RAILS, STAIR RAILS AND HAND GRABS, GOOD

HELM SEAT AND MOUNTS, GOOD

WINDSHIELD WIPER AND MOTOR, GOOD

SHIPS HORN, ANTENNAS, DOUBLED 1/2" CRANE LIFTING PLATES, ANCHOR LIGHT, NAVIGATION LIGHTS AND HAND GRABS

DECK DRAINS AND SCUPPERS, GOOD.

** DECK HARDWARE SEALANTS SHOULD BE MAINTAINED AT ALL TIMES

DECK AND DECKHOUSE CONTINUED:

DECK MAN HOLES AND HARDWARE, GOOD

GLAZING MATERIAL: STATIONARY FORWARD AND SIDE LOWER DECK , UPPER AND LOWER DECK DOORS, WHEEL HOUSE WINDSHIELDS, AFT AND SIDE WINDOWS ARE SAFETY GLASS

CANVAS AND ISENGLASS STORM CURTAINS, GOOD.

FLAG PENDANT AND MOUNT, GOOD.

PORTABLE WASTE BINS, GOOD

PROPULSION AND CONTROLS:

ENGINE; TWIN CATERPILLAR, 3408, 8 CYL. 800 HP. TURBO DIESELS , RAW WATER INTAKE, FRESH WATER COOLED, WET EXHAUST.

SER # PORT 8R600365 OPERATING HRS. SHOWING ON METER 5508

SER # STBD 8R600364 OPERATING HRS. SHOWING ON METER 5513

ENGINE PERIPHERAL EQUIPMENT; STARTERS, ALTERNATORS, MANIFOLDS, WATER PUMPS. EXHAUST SYSTEMS BELTS, APPEAR IN GOOD CONDITION

ENGINE MONITORING GAUGES; SINGLE STATION, DUEL, TACHOMETER/SPEED, ENGINE TEMPERATURE, OIL PRESSURE, TRANSMISSION TEMPERATURE, TRANSMISSION PRESSURE, ENGINE LOAD, FUEL, ENGINE HRS. ENGINE START UP AND HIGH/LOW COOLANT ALARMS

ENGINE /GENERATOR OIL CHANGE SYSTEM: APPEARS IN GOOD CONDITION

ENGINE ROOM GAUGES:

DOUBLE, ENGINE OIL, FUEL AMULATOR, OIL TEMPERATURE, TRANSMISSION OIL PRESSURE, JACKET WATER PRESSURE AND TACHOMETERS.

ALL APPEAR IN GOOD CONDITION

** ENGINES NEED SHIELDS/COVERS OVER BELTS

ENGINE SHUT DOWNS ARE LOCATED AT HELM. MID, LOWER DECK AREA AND ENGINE ROOMS

REDUCTION GEAR; TWIN DISK, RATIO, 2.04:1

PROPULSION AND CONTROLS CONTINUED:

DRIVE LINE; REDUCTION GEAR COUPLING, 4" STAINLESS STEEL DRIVE SHAFT, STUFFING BOXES AND SHAFT LOG, UNDER WATER HARDWARE NOT SEEN. [IN WATER SURVEY]

STARBOARD STUFFING BOX NEEDS TO BE REPACKED.

STEERING; INCLUDES, SINGLE STATION, DESTROYER TYPE WHEEL, CLOSED CIRCUIT HYDRAULIC, FLEX COPPER LINES WITH COMPRESSION FITTINGS ON TILLER ARMS TO RUDDER SHAFTS THROUGH RUDDER PORTS TO RUDDERS. SYSTEM APPEARS IN GOOD CONDITION

CONTROLS; DUEL LEVER, SINGLE STATION ELECTRO/ MECHANICAL THROTTLE AND TRANSMISSION SELECTORS, SHEATHED CABLE, CONNECTIONS, TENSION AND TRAVEL, GOOD

PIPING TANKS AND SYSTEMS:

FUEL SYSTEM; 2, 1000 GAL ALUMINUM TANKS TO LOCATED IN MID SHIPS FUEL TANK COMPARTMENT UNDER LOWER DECK SOLE, VENTED AND BAFFLED IN LINE SHUT OFFS FILTERS. AND SIGHT GAUGES

WATER FILL, FUEL AND WASTE PUMP OFF PORT CAPS ARE PROPERLY LABELED

** FUEL LINES IN THE FORWARD WORK SPACE COMPARTMENT NEED TO BE BETTER SUPPORTED

SALT WATER SYSTEMS; ENGINE, GENERATOR, AIR CONDITIONING COOLING, HEAD INTAKE. 2 FIRE HYDRANTS AND PUMPS.

** HEAD, SALT WATER PICK UP HOSE IN WATER/WASTE COMPARTMENT IS LEAKING

THROUGH HULL VALVES; "APOLLO" BRASS BALL AND SOCKET TYPE

FRESH WATER; 1, 400 GAL. ALUMINUM TANK LOCATED IN AFT COMPARTMENT UNDER LOWER AFT DECK SOLE, TO IN LINE DEMAND PRESSURE PUMP, FLEX PLASTIC AND PVC PIPE IN LINE 40 GAL ELECTRIC HOT WATER TANK, IN LINE WATER FILTER AND PRESSURE TANK, FRESH WATER WASH DOWN, HEAD SUPPLY AND HEAD AND WET BAR SINKS.

** REPLACE HOT WATER HEATER CASING

WET BAR AND GALLEY SINKS ARE DIRECT DISCHARGE.

HEAD; 4 ELECTRIC OPERATED, MALE AND FEMALE, WITH MACERATORS AND DECK PUMP OFF PORTS, LOCATED ON AFT DECK, FRESH WATER INTAKES, RAW WATER DISCHARGE

PIPING TANKS AND SYSTEMS CONTINUED:

** 40 GAUGE PVC PIPE WAS LOCATED IN THE HEAD AND AIR CONDITIONING SYSTEMS. SCHEDULE 80 OR APPROVED RUBBER HOSE IS REQUIRED

1, 1 HP, 2.5 GAL. DEVILBIS COMPRESSED AIR TANK, GOOD

AIR CONDITIONERS: 2, RAW WATER COOLED UNITS LOCATED ON LOWER DECK IN MID AND AFT DECK LOCKERS

BILGE PUMPS;

1, "RULE" 1500 G.P.H. AUTO/ MANUAL WITH HIGH WATER ALARM, LOCATED IN FORWARD STOWAGE COMPARTMENT

1, "RULE" 1500 G.P.H. AUTO/ MANUAL WITH HIGH WATER ALARM, LOCATED IN FUEL TANK COMPARTMENT

1, "RULE" 1500 G.P.H. AUTO/ MANUAL WITH HIGH WATER ALARM, LOCATED IN ENGINE COMPARTMENT

1, "RULE" 1500 G.P.H. AUTO/ MANUAL WITH HIGH WATER ALARM, LOCATED FRESH WATER / WASTE TANK COMPARTMENT

1, "RULE" 1500 G.P.H. AUTO/ MANUAL WITH HIGH WATER ALARM, LOCATED IN LAZARETTE

** REPAIR OR REPLACE BILGE PUMPS IN LAZARETTE AND WATER/ WASTE TANK COMPARTMENT

ENGINE COMPARTMENT VENTILATION; NATURAL INTAKE, POWER VAPOR EXHAUST

GARBAGE AND POLLUTION PLACARDS ARE IN PLACE.

ELECTRICAL:

230 V.A.C. 60 AMP SYSTEM / 115 V.A.C. 30 AMP SYSTEM; SHORE POWER FEED AND CONNECTION TO SQUARE D JUNCTION BOX, IN LINE NEWMAR POWER CONVERTER, 50 AMP GUEST BATTERY CHARGER, 2, LABELED, SPLIT 115 AC ELECTRICAL PANELS, AC AMP AND VOLT METERS ON UPPER AND LOWER DECKS, POLARITY INDICATORS ON LOWER DECK, AN ALL ALARM PANEL ON UPPER HELM,

**** NEWMAR CONVERTER LOCATED UNDER HELM NEEDS TO BE PROPERLY SECURED**

VESSEL HAS G.F.C.I. PROTECTED OUTLETS

**** LABELS ARE REQUIRED ON ALL AC OUTLETS TO READ AC ONLY**

GENERATORS; 2, 16 KW, STAMFORD, 4 CYL. DIESELS, RAW WATER INTAKE, FRESH WATER COOLED, WET EXHAUST.

PORT SER# N/A

STBD SER# 02088

REMOTE START, SHIP SHORE POWER SELECTORS LOCATED ON UPPER HELM AND LOWER DECK

DRIP PANS ARE IN PLACE UNDER UNITS

2, ON/OFF SWITCHES TO 4, 8 D 10 VOLT BATTERIES LOCATED IN ENGINE COMPARTMENT

BOTH UNITS APPEAR IN GOOD CONDITION

GENERATOR, HOUSE POWER AND ENGINE START BATTERIES ARE IN PARALLEL

VESSEL THROUGH HULL VALVES ARE BONDED.

12 V.D.C. SYSTEM; INCLUDES, 4, 12 VOLT 8D BATTERIES IN PARALLEL, LOCATED IN ENGINE COMPARTMENT 2 MAIN BATTERY SWITCHES, SWITCH CIRCUIT BREAKER PANELS ON LOWER AND UPPER DECK, STARTING CHARGING AND HOUSE POWER CIRCUITS

**** A 12 VOLT BATTERY SHOULD BE LOCATED IN THE WHEEL HOUSE AND DEDICATED TO EMERGENCY DESIGNATED ELECTRONICS**

ELECTRICAL CONTINUED:

** VARIOUS BATTERIES SHOW MULTIPLE CONNECTIONS AT THE POSITIVE AND NEGATIVE TERMINALS.

N.F.P.A. STANDARD 302-20, 7-15.9 CLEARLY STATES "*BATTERY TERMINALS SHALL NOT BE USED FOR MORE THAN ONE CONDUCTOR. HERES WHY!* THE ATMOSPHERE AROUND BATTERIES IS VERY CORROSIVE. LARGE BATTERY CABLE CONNECTORS FAIL CONTINUOUSLY. SMALL GAUGE WIRES CONNECTOR

FAILURES IN THIS ENVIRONMENT ARE MATTER OF FACT AND ARE DANGEROUS.

** OVER HEAD LIGHT AND SAFETY SHIELD IN THE 2,ND HULL COMPARTMENT NEEDS TO BE REPAIRED OR REPLACED.

** THERE ARE EXPOSED WIRES ON THE AFT DECK STEPS GOING UP TO THE UPPER DECK REPAIR OR REPLACE

** MANY UNUSED AND CUT OFF WIRES WERE LOCATED THROUGHOUT THE VESSEL, IN BOTH THE AC AND DC SYSTEMS. THIS WIRING IS REQUIRED TO BE REPAIRED OR REPLACED

** ALL WIRING THROUGHOUT THE VESSEL IS REQUIRED TO BE PROPERLY CONNECTED, BUNDLED, ROUTED AND SECURED.

OPTIC LIGHT SYSTEM IS REPORTED TO BE NON-FUNCTIONAL

COVER ALL BUSS BARS/ENGINE COMPARTMENT

INTERIOR AND HABITABILITY:

INTERIOR LOWER DECK WALL PANEL FACINGS ARE SHOWING DECAY AND MOLD TO APPROXIMATELY 6" ABOVE THE DECK

INTERIOR JOINERY, COUNTER TOP VENEERS, INTERIOR AND EXTERIOR CARPETS, GOOD

TONGUE AND GROVE HEADLINER PANELING, GOOD

HATCHES, LATCHES. DRAWERS AND DOORS ARE WORKING PROPERLY, STARBOARD UPPER DECK DOOR NEEDS TO BE ADJUSTED.

INTERIOR HELM UPHOLSTERY, GOOD

UPPER AND LOWER DECK FURNITURE, GOOD.

INTERIOR AND HABITABILITY CONTINUED:

APPLIANCES:

1 CASH REGISTER; ROYAL 487NX

1 TELEVISION; GE, REMOTE

1 CD CHANGER; SONY, CDX705

1 SODA MACHINE: COLD PLATE TYPE

1 COFFEE MAKER; 2 BURNER

1 STEREO AM/FM CASSETTE PLAYER; SONY, XRC350 WITH REMOTE SPEAKERS

** 1 HOUSE TYPE FAN LOCATED IN 2 ND HULL COMPARTMENT NEEDS TO BE PROPERLY SECURED

PLUMBING FIXTURES, GOOD

ELECTRONIC AND NAVIGATION EQUIPMENT:

1 AUTO PILOT; ROBERTSON, STANDARD

1 RADAR; FURUNO 24 MI.

1 GPS; NORTH STAR, 951X

1 FISH FINDER; APELCO

1 DEPTH METER; HORIZON

1 COMPASS; RITCHIE, 4" CARD DEVIATION CARD IN PLACE, STABILITY REFERENCES ARE ON BOARD

2 VHF/ LOUD HAILER; STANDARD HORIZON NOVA.

1 VIDEO ENTRY SYSTEM;

1 BURGLAR SYSTEM; SECURITY WORLD INTER ACTIVE

1 INNER COM SYSTEM;

2 SHIPS HORNS; AIR WITH DEDICATED COMPRESSOR, DEVILBIS 1 HP, 2.5 GAL TANK

ELECTRONIC AND NAVIGATION EQUIPMENT CONTINUED:

1 REMOTE SPOT LIGHT;

1 CELL PHONE; MOTOROLA

ALL REQUIRED NAVIGATION LIGHTS

FIRE FIGHTING AND LIFESAVING EQUIPMENT

1 C-O2 FIRE EXTINGUISHER SYSTEM/ CAP 100

1 FIRE EXTINGUISHER; BI

4 FIRE EXTINGUISHERS; BII

1 FIRE PUMP; HOSE LENGTH, 50'

152 LIFE VESTS, ADULT, TYPE I

16 LIFE VESTS; CHILDREN, TYPE I

1 RING BOUY; 36" ORANGE WITH FLOATING LIGHT, REFLECTOR TAPE AND 60' LINE ATTACHED.

4 LIFE FLOATS

2 FLARE KITS; OFF SHORE

1 INDUSTRIAL SIZE FIRST AID KIT;

ENGINE START UP ALARMS

VAPOR/FIRE DETECTORS IN ALL HULL COMPARTMENTS

GROUND EQUIPMENT:

1 ANCHOR; 45 LB PLOW LOCATED AT BOW WITH THIMBLE, SHOT OF 1/2" CHAIN AND APPROXIMATELY 600' OF 1" LINE ATTACHED.

** ADDITIONAL WORKING ANCHORS ARE RECOMMENDED

ASSORTED DOCK LINES AND BUMPERS.

SUMMARY OF PRIMARY RECOMMENDATIONS AND FINDINGS:

HULL AND STRUCTURAL

TOPSIDES AND ATTACHMENTS AS VIEWED FROM THE PORT SIDE

** A FEW THROUGH BOLTS ON THE RUB RAILS, IN THE PORT AND STARBOARD FORWARD STOWAGE HULL COMPARTMENT HAVE BEEN REMOVED OR ARE MISSING

DECK AND DECKHOUSE

DECK TO HULL CONNECTION: OVER LAPPED AND SEALED

FLAT DECKS;

** UNDER SIDES OF THE FORE AND AFT LOWER DECKS ARE SHOWING HIGH MOISTURE AND THE ONSET OF SURFACE DECAY. AN EFFORT SHOULD BE MADE TO TREAT THESE AREAS WITH A SEALANT SUCH AS GET ROT TO CURTAIL FURTHER DECK DAMAGE, OTHERWISE, THE OPEN DECK AREAS WILL SOON BE DUE FOR REPLACEMENT.

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DECK HARDWARE:

** DECK HARDWARE SEALANTS SHOULD BE MAINTAINED AT ALL TIMES

PROPULSION AND CONTROLS:

** ENGINES NEED SHIELDS/COVERS OVER BELTS

PIPING TANKS AND SYSTEMS:

FUEL SYSTEM;

** FUEL LINES IN THE FORWARD WORK SPACE COMPARTMENT NEED TO BE BETTER SUPPORTED

SUMMARY OF PRIMARY RECOMMENDATIONS AND FINDINGS CONTINUED:

SALT WATER SYSTEMS;

** HEAD, SALT WATER PICK UP HOSE IN WATER/WASTE COMPARTMENT IS LEAKING

** REPLACE HOT WATER HEATER CASING

PIPING TANKS AND SYSTEMS CONTINUED:

** 40 GAUGE PVC PIPE WAS LOCATED IN THE HEAD AND AIR CONDITIONING SYSTEMS. SCHEDULE 80 OR APPROVED RUBBER HOSE IS REQUIRED

BILGE PUMPS;

** REPAIR OR REPLACE BILGE PUMPS IN LAZARETTE AND WATER/ WASTE TANK COMPARTMENT

ELECTRICAL:

230 V.A.C. 60 AMP SYSTEM / 115 V.A.C. 30 AMP SYSTEM;

** NEWMAR CONVERTER LOCATED UNDER HELM NEEDS TO BE PROPERLY SECURED

** LABELS ARE REQUIRED ON ALL AC OUTLETS TO READ AC ONLY

12 V.D.C. SYSTEM;

** A 12 VOLT BATTERY SHOULD BE LOCATED IN THE WHEEL HOUSE AND DEDICATED TO EMERGENCY DESIGNATED ELECTRONICS

** VARIOUS BATTERIES SHOW MULTIPLE CONNECTIONS AT THE POSITIVE AND NEGATIVE TERMINALS.

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** THERE ARE EXPOSED WIRES ON THE AFT DECK STEPS GOING UP TO THE UPPER DECK REPAIR OR REPLACE

SUMMARY OF PRIMARY RECOMMENDATIONS AND FINDINGS CONTINUED:

** MANY UNUSED AND CUT OFF WIRES WERE LOCATED THROUGHOUT THE VESSEL, IN BOTH THE AC AND DC SYSTEMS. THIS WIRING IS REQUIRED TO BE REPAIRED OR REPLACED

** ALL WIRING THROUGHOUT THE VESSEL IS REQUIRED TO BE PROPERLY CONNECTED, BUNDLED, ROUTED AND SECURED.

** COVER ALL BUSS BARS/ENGINE COMPARTMENT

INTERIOR AND HABITABILITY:

** 1 HOUSE TYPE FAN LOCATED IN 2 ND HULL COMPARTMENT NEEDS TO BE PROPERLY SECURED

GROUND EQUIPMENT:

** ADDITIONAL WORKING ANCHORS ARE RECOMMENDED

SOURCES OF REFERENCE:

SOCIETY OF ACCREDITED MARINE SURVEYORS (S.A.M.S.)
NATIONAL FIRE PREVENTION ASSOCIATION (N.F.P.A)
AMERICAN BOAT AND YACHT COUNCIL (A.B.Y.C)
UNITED STATES COAST GUARD (U.S.C.G.)
N.A.D.A. PRICING GUIDE

SINCERELY


PETER JOYCE / AMS-SAMS


MARINE SURVEYS INC.