



**Turnstone**  
Marine Survey LLC

# **REPORT OF THE MARINE SURVEY**

**OF THE VESSEL**

***“My Girl”***

**1999 Stamas 310 Express**

**CONDUCTED BY**

**Peter J. Spang, SA**

**MARINE SURVEYOR**

**PREPARED FOR:**

**Mr. John Q. Public**

**Date:**

**Wednesday, March 10, 2004**



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## 1 Introduction

### 1.1 Scope of Survey

Acting at the request of **Mr. John Q. Public**, the attending surveyor did attend onboard the **1999 Stamas 310 Express** on **Wednesday, March 10, 2004** where an “**out-of-water-survey**” was conducted at **The Boat Yard, Mashpee, MA**. The ship’s papers **were** on board and appeared to be **out of** order. The Hull Identification Number was verified from the transom. A sea trial **was not** performed. An out-of-the-water inspection of the underwater machinery and the exterior of the hull’s wetted surface area **was** performed. The surveyor **did not** have the owner’s permission to run the engines. The reason for the survey was to ascertain the physical condition and value of the vessel. Moisture readings taken and referred to throughout the body of this report were taken with the GRP model 33 moisture meter. **DC and AC** power was 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.

The vessel was surveyed without removal 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. Owner is advised to open up 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. This survey report represents the condition of the vessel on the above dates and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommended and understood that the **outboard(s)** propulsion system of this boat be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears, 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.

## 1.2 Vessel Description

The Stamas 310 Express is an enlarged version of the smaller 290 Express with a similar profile and he same mid-cabin interior layout. While the 310 is likely to be viewed by many as a strictly-business fishing boat (thanks to the Stamas nameplate), the roomy mid-cabin accommodations are well suited to family cruising. There are berths for four with a convertible dinette/V-berth forward and a double berth in the mid cabin. Outside, the cockpit is big enough for three or four anglers, and the flush-deck layout results in an excellent fishing platform. A transom door is standard and a deep fish box is built into the transom. The boat has lots of storage areas. Most seats lift to reveal compartments under that all have drains overboard. The cockpit has a fish cleaning station with cutting board and deep sink with running water and oversized drain. There are several drawers in the station to organize fishing tackle. Two steps up to the raised bridge deck will inhibit water from entering forward cabin if the boat takes a wave over the stern while backing down. Two large hatches in the cockpit sole provide excellent access to the fuel and water tanks, and other systems below decks. Visibility form the elevated helm is outstanding. Available with inboard or outboard power, the surveyed vessel with twin 250 Yamahas will cruise easily at 25 knots and should reach a top speed of more than 35 knots. The *My Girle* was just coming out of winter hibernation, and had not had her spring-cleaning yet. As well, the owner had not cleared his personal belongings off the vessel, which made it difficult to ascertain what was to be considered part of the sale or not. The systems on board show little if no use. Apparently the shore power was not available to the owner, so the AC and galley systems were never used. Both outboard motors appear to have had no abuse. The skegs and props have no dents or dings. The lower unit paint is original. There is no pitting or corrosion evident. Both motors register around 200 hours.





## 2 General Information

### 2.1 Vessel Information

FILENAME / NUMBER .....	<b>03102004</b>
SURVEY PREPARED FOR .....	Mr. John Q. Public
NAME OF VESSEL .....	<i>My Girl</i>
TYPE OF SURVEY .....	Pre-purchase and valuation
<b>OVERALL VESSEL RATING</b> .....	Average Condition**
<b>ESTIMATED BUC MARKET VALUE****</b> ..	<b>\$61,500.00-70,200.00 ****</b>
<b>ESTIMATED REPLACEMENT COST****</b> ..	<b>\$114,500.00 ****</b>
MAKE/MODEL OF VESSEL .....	STAMAS EXPRESS 310
BUILDER .....	STAMAS YACHTS, INC.
YEAR BUILT .....	1999
MODEL YEAR .....	1999
HULL IDENTIFICATION NUMBER (HIN)....	ABC12345H96
HULL NUMBER .....	ABC12345H96 ***
HOME PORT .....	
HAILING PORT .....	FALMOUTH, MA ***
OFFICIAL NUMBER .....	HULL NUMBER 12345 ***
USCG DOCUMENTATION NUMBER .....	12345 ***
DOCUMENT STICKER VALID DATE .....	DECEMBER 2002 *** (* Finding A1)
STATE VALIDATION STICKER NUMBER ..	NA
STATE REGISTRATION NUMBER .....	NA
OWNER'S NAME .....	GEORGE AND MARTHA WASHINGTON ***
OWNER'S ADDRESS .....	95 YORK ROAD, WELLS BEACH, ME ***
PLACE OF SURVEY .....	The Boat Yard, Mashpee, MA
DATE / TIME OF SURVEY .....	03/10/2004 - 07:30
HULL MATERIAL .....	FRP
HULL TYPE .....	Deep-V
LENGTH OVER ALL (LOA) .....	32' 6" *
DOCUMENTED LENGTH .....	31' ***
BEAM .....	11' 2" *
BREADTH .....	11' 5" ***
DRAFT .....	19" *
DEPTH .....	6' ***
DISPLACEMENT .....	9,800 lbs *
GROSS TONS .....	14 ***
NET TONS .....	11 ***
OVERHEAD CLEARANCE .....	NA
PROPULSION SYSTEM .....	(2) 250 hp Yamaha OBs
FUEL TYPE .....	Gasoline/Oil mix
FUEL CAPACITY .....	300 gals (From survey)
AC POWER .....	Yes
DC POWER .....	Yes
FRESH WATER CAPACITY .....	40 gals *
HOLDING TANK .....	10 gals *
INTENDED CRUISING AREA .....	Pimlico Pond
INTENDED USE .....	Sport fishing and pleasure



## 2.2 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

Sufficient for a specific requirement.

### 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 (\* Findings ID)

Use of \* (asterisk) 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
- \*\*\*\* Pre-survey valuation per BUC Book in BUC Condition



### 3 Systems

#### 3.1 Hull, Deck, and Superstructure

##### 3.1.1 Hull Construction

**TYPE**

The hull is a deep-V style with twin outboard propulsion.

**MATERIAL**

Fiberglass reinforced plastic. (“FRP” for rest of report)

**EXTERIOR HULL**

White gel coat with a blue trim stripe at the water line.

**PORTLIGHTS**

There are no portlights in the hull.

**BULKHEADS**

The bulkheads are taped then fiberglassed to the hull while in the mold according to manufacturer. 3 bulkheads installed between the aft bilge area, the mid cabin berth and the forward cabin.

**STRINGERS**

There are 6 stringers made of 2” Douglas fir and coated with FRP and laminated into the hull during lay-up.

**TRANSOM**

Transom has a large, deep fish box built in and a door on the starboard side. Aft of the transom is an integral dive platform with mount for outboard motors.

**BILGE**

Bilge is clean with about 1” icy water.

**CHAIN LOCKER (DRAINAGE)**

Chain locker is dry and has a drain that appears to empty into bilge.

**RESULTS OF PHENOLIC TAPPING**

Tapping the hull revealed nothing suspicious. Blisters were not evident.

**MOISTURE CONTENT**

One area forward of the cockpit scupper on starboard side registered high moisture content. (\* Finding B1)

**KEEL**

The keel was straight and true.

**PLACEMENT OF HULL IDENTIFICATION NUMBER (HIN)**

HIN was found appropriately in the upper corner of the starboard transom.

**HULL DOCUMENTATION NUMBER**

Hull documentation number was carved on a board mounted to hull under portside gunwale



##### 3.1.2 Deck Construction

**TYPE**

The deck is a molded FRP hull liner with molded non-skid surface.

**MATERIAL**

FRP



**COCKPIT**



The 10' by 7" cockpit floodlit from bimini frame, has a molded non-skid floor, 2 large (62" by 41.5") hatches, a fish cleaning station with storage drawers, 2 removable seats at transom showing weather damage to vinyl, (\* Finding B2), 1 rear facing seat with storage underneath at bridge deck, and cushioned combing all around. Large scuppers for drainage port and starboard. (Note: The hatch covers should have a way of being secured while open to avoid injury).

**RESULTS OF PHENOLIC TAPPING**

Forward starboard corner of the starboard hatch cover sounded flat. Cracks showed in laminate. Remainder of weather deck sounded solid.



**MOISTURE CONTENT**

Moisture readings high in same area of hatch cover as above. Moisture readings showed high also around electric horn on foredeck, and on fish/swim platform immediately ahead of outboard motors. (\* Finding B3)





### 3.1.3 Hull-To-Deck Joint

**TYPE**

The deck is attached to the hull via an overlapping or “shoe-box” joint.

**FASTENERS**

The joint is riveted every 4 inches.

**BEDDING COMPOUND**

The joint is sealed with FRP putty.

**REINFORCEMENT**

A stainless steel over PVC rub rail runs around the joint.

### 3.1.4 Deck Fittings

**BOW PULPIT (BOW RAIL)**

1” stainless steel safety rail runs around the bow pulpit and then aft for approximately 22 feet port and stbd. It is bolted through the deck and sealed with elastomeric compound. Appears sturdy and serviceable.

**SCUPPERS**

There are many scuppers draining overboard through topsides. Most storage areas on weatherdeck as well as the cockpit and bridge deck have scuppers.

**CHOCKS AND CLEATS**

There are 2-10” cleats with chocks at the bow, 2-8” cleats amidships/ port and stbd., , and 2-10” cleats on each stern corners.

**WINDLASS/GYPSEY**

At the bow is a Simpson Lawrence Sprint 1000 with vertical gypsy and hawse pipe to rode locker.

**DECK SURFACE**

White gel coat needs cleaning and waxing.

**HATCHES**

Hatch on foredeck. See 3.2.1

**GRAB RAIL**

Grab rails next to companionway and on swim platform.

**ANCHOR PLATFORM**

Deck extends forward 3’ for anchor pulpit.

**DAVITS**

There is an 18” anchor davit on pulpit with a 16 lbs Danforth style anchor resting. Anchor chain is wrapped around the bow cleat.

### 3.1.5 Bridge Deck

**MATERIAL**

Molded FRP - part of hull liner.

**TYPE**

Rises 2 steps up from cockpit with the helm on starboard side





## SEATS

There are 2 adjustable well-cushioned seats that tilt forward to access drained coolers under each. The speakers for the stereo are in the way for tilting the seats forward. (\* Finding C1)

## BIMINI

The bimini top is green canvas stretched over a nicely made stainless steel tubing frame. The radar dome, searchlight, antennas, outriggers, and rod holders are mounted on this structure. It is enclosed with green canvas and isinglass that is beginning to lose clarity.

## WINDSHIELD

The euro style windshield is glass with an aluminum frame. There are sections on either side that open for ventilation. It appears serviceable and well mounted.

### 3.1.6 Additional Equipment and Accessories

#### FENDERS

2 fenders were on-board. Both were 18" long by 8" diameter.

#### DOCK LINES

There were 2 lines on the foredeck and 2 at the stern.

### 3.1.7 Fishing Equipment

#### WASH DOWN KIT

There is a wash down hose in the cockpit, (aft portside). It appears to operate from the live bait-well pump.

#### ROD HOLDERS

There are 4 rod holders welded to the bimini frame and 4 deck mounted port and stbd cockpit.

#### FISH BOXES

There is a large fish box, 56" long by 12" wide and 13" deep with scupper drains in the transom.



#### OUTRIGGERS

There are 2 IACO adjustable length outriggers mounted to the top of the bimini frame.

#### OTHER

The fish cleaning station with sink and transom door enhance the fishing ability of the boat.





## 3.2 Cabin Appointments

### 3.2.1 Interior Description

#### DESCRIPTION

The cabin is 5 steps down the port side 20" wide companionway with 28" by 18" sliding hatch, and runs forward 8' 10" to the bow. It is 7' 5" at the widest with claimed 6' 3" headroom. There is a galley at the foot of the companionway port side. The head is opposite the galley on the starboard side. There is mid cabin berth aft of the main cabin under the bridge deck measuring 6' 9" wide by 4' 2" deep.

#### JOINERY AND FINISH

The cabin wall covering is off white cushioned vinyl with a matching plastic trim. It is not elegant, but is clean and well joined.

#### WATER INTRUSION SIGNS

There is no staining from water intrusion, however it was observed that the portlight in the head is leaking rainwater as well as both portlights on the port side. (\*Finding B4)

#### STORAGE AREAS

There is a closet off the companionway, 20" wide by 38" high and 22" deep, areas under the V-berth cushions with scuppers, drawers on starboard side and drawers and shelves in galley. The center of the V-berth raises easily to become a dinette.

#### HEADLINERS

Headliner is cushioned vinyl and clean.

#### DOORWAYS

Door to head is a solid plastic material and closes and latches easily. Companionway door is made from the same material.

#### FABRIC AND CUSHIONS

The V-berth and mid-cabin berth have 4" foam upholstered cushions. Their condition is good with no odor. There are several matching throw pillows.

#### FLOOR AND WINDOW COVERINGS

The sole is teak and holly plywood over FRP. The 4 portlights have curtains which match cushions.

#### ACCOMMODATIONS

There is enough sleeping area for 4 people.

#### HEADS

There is an enclosed head/shower with basin on the aft-starboard side of the cabin. There is 65" headroom.

#### FAUCET FIXTURES

There was no water on the boat so faucets could not be operated. They appear serviceable without corrosion. There are hot and cold faucets in the head and galley.

#### LIGHT FIXTURES

There are 5 serviceable ceiling lights in the main cabin, 1 in head and 1 reading light in the mid cabin berth.

#### VENTILATION

There are 2 portlights that open on each side of the cabin. There is a smoke-tint acrylic hatch over the v-berth that is 18" by 18" and opens for ventilation and emergency egress.

#### AIR CONDITIONING UNITS

There is an air conditioning unit under the v-berth. See sec. 3.15.1

#### CABIN HEATING

The AC is also a heater.

#### STEREO, ETC.

There is a wall mounted AM/FM/CD starboard next to AC panel.



### 3.2.2 Galley

#### SINKS

There is a one-piece corian counter top and sink with hot and cold faucet.

#### REFRIGERATION

A small Norcold 120 volt AC/12 volt DC is under countertop. It is a model DE451 and serial #10. It appears to have never been used. There was insufficient AC power to test.

#### STOVE/OVEN

There is a counter-top alcohol/electric stove that also appears to have never been used. It is an ORIGO 4300 E, serial # 11 made in Sweden. There was insufficient AC to power up.

#### HEAT PROTECTION (INSULATION)

The cabin roof is 30" above the stove and clear on all sides.

#### MICROWAVE

A SAMSUNG microwave is built in under sink. Model and serial numbers are not accessible without removing. It powered up and appeared serviceable.

#### ACCESSORIES

There are no cooking or dining implements in this galley. It appears to have never been used for preparing meals.

## 3.3 Propulsion

### 3.3.1 Main Engines

#### TYPE

The boat is propelled by twin counter-rotating outboards.

#### MANUFACTURER

Yamaha manufactured both motors 04/99

#### SERIAL NUMBES

Starboard: 61A X 10 SX25TXRY



Port: 61B X 101 SX25TXRY





**HORSEPOWER**

The horsepower is rated at 250 each.

**NUMBER OF CYLINDERS**

Six cylinders each

**INDICATED HOURS**

Hour meters showed 198 hours port and 208 hours starboard.

**THROTTLE CONTROLS**

Made by Yamaha, they are dual lever, throttle/shift with tilt and trim controls.

**LUBRICATION**

Yamaha oil injection system with reservoir tanks in bilge and fill ports on port and stbd rear decks.

**VENTILATION**

There is natural bilge ventilation via large finned vents in port and stbd topsides with suction side hose running down to lower bilge.

**BILGE BLOWERS**

Because this boat has outboards and all systems in bilge are ignition protected, bilge blower is not necessary.

**ENGINE ALARMS**

Ignition-on alarms work for both motors.

**INSTRUMENT PANEL**

Instruments on helm include tachometer, hour meter, and fuel gauge for port and starboard systems. There is also a fuel management system gauge for optimizing performance. The tachs include overheat, low oil idiot lights.

## 3.4 Fuel System

### 3.4.1 Main Engine(s) Fuel System

**FUEL TYPE**

Gasoline

**MATERIAL**

The tanks are made of welded aluminum.

**NUMBER OF TANKS**

There are 2 tanks mounted port and starboard in bilge under cockpit and connected to bonding system.

**TANKS CAPACITY**

Each tank is 150 US gals per label.

**SECURED**

The tanks are lagged with SS screws into the stringers.

**MANUFACTURING LABEL IF GAS**

The manufacturers label is stuck to each tank and legible. They are made by RCIS Manufacturing Inc.

**FILL PIPE LOCATIONS**

Each tank has its respective fill pipe on same side of deck near transom.

**FILL PIPE GROUNDED**

Each fill pipe is appropriately ground wired to the main bonding system.

**FILL PIPE MATERIAL**

Chrome over bronze

**FILL PIPE FITTINGS**

Hose over barb nipple is tight and double clamped.

**FUEL LINES AND FITTINGS**

Fuel lines are USCG type A2 and are double clamped.

**FUEL MANIFOLD VALVES**

Valves control port and stbd fuel tanks as well as a crossover valve.



#### **VENT LOCATION**

Each tank is vented appropriately through vents mounted through topsides port and stbd respectfully.

#### **SHUT-OFF VALVE**

Fuel can be manually shut off at the fuel manifold.

#### **ANTI-SIPHON VALVE**

Not present or needed on this vessel. (All fuel delivery tubing etc. is higher than the fuel tanks)

#### **FUEL FILTERS**

Dual filters/water separators made by MERCURY. Spin on cartridge type.

#### **FILTER/FUEL CONDITION**

The gasoline smelled fresh. The filters are solid metal and fuel cannot be seen. The filters appear new.

#### **IGNITION PROTECTION IF GAS**

All electrical systems and components that shared the bilge area with the fuel tanks are ignition protected.

## **3.5 Electrical Systems**

### **3.5.1 Electrical System (D.C. System)**

#### **VOLTAGE**

12.85 volts DC was measured by voltmeter.

#### **BATTERIES**

Douglas Marine 24 series. Terminals are clean and cells are full.

#### **BANKS**

There are 2 banks of these batteries, one on each side of bilge marked "1" and "2"

#### **MAIN BATTERY SWITCHES**

There are 2 COLE HERSEE 4 position switches mounted in the cockpit on the portside transom.

#### **PANEL**



The DC panel is on the helm station. Each switch has a circuit breaker and power indicator light. The helm tips aft to access instruments, wiring and an automotive style fuse panel unlabeled as to function. One of the captive spade connections on this panel is loose and the terminal insulator has slipped off the terminal. (\* Finding B3)

#### **TYPE CONNECTORS**

All DC connections were observed as either ring style terminals or captive spade type. This complies with ABYC recommendations.

#### **ROUTING/SUPPORT**

All wires were bundled and supported according to ABYC.

#### **CHARGING SYSTEM (BATTERY CHARGER)**

In the bilge is a CHARLES 500 Series 20 amp battery charger. Model # 12205E Serial # 990515693 It was charging at 15 amps at the time of survey. It is clean, dry and corrosion free and properly mounted away from batteries.

#### **CHARGING SYSTEM (ALTERNATOR)**

The starboard outboard is the only supplier of DC voltage via its alternator. Alternator output is unknown.



**OUTLETS**

There is a waterproof 12 VDC outlet on port side of helm station.

**TERMINAL BLOCKS**

Terminal buses are made of brass with screw type connectors.

**3.5.2 Electrical System (A.C. System)**

**SHORE POWER INLET**

There are dual 30 amp Marinc power inlets on starboard side of house. They are clean, corrosion free and show no arcing burns on terminals. The boat has 2-30 amp circuits with air conditioning and cook stove fed by to forward inlet and the remainder branches fed by the aft inlet. Most of the branches including the battery charger are on the aft inlet circuit.



**SHORE POWER**

For purpose of survey, an extension cord was run to a 15 to 30-amp pigtail. The vessel carries 2-35' MARINCO cables and 2-15 to 30 amp MARINCO pigtails. They all looked nearly new, felt soft, and showed no corrosion or burns.

**MAIN BREAKER**

Main breaker on AC panel was approx. 6' from power inlet.

**BRANCH BREAKERS**

Labeled as to application, but not to rating. AC panel has incorrect polarity indicator light.

**CIRCUIT LOAD MONITORS**

None

**CONNECTIONS (TYPE)**

All visible connections to AC panel were ring style.

**WIRE TYPE (SIZE AND RATING)**

AC wire is appropriately labeled UL 12 AWG/3 600 V Marine. Rated 105 degrees C Dry and 75 deg C wet.

**ROUTING**

Ac wires were bundled and supported appropriately.

**JUNCTION BOXES**

Non seen

**OUTLETS**

1 at galley, 1 at AC panel and 1 waterproof in head. All are GFCI and tested OK.

**POLARITY**

Polarity tested correct.

**GALVANIC ISOLATOR**

None (\* Finding C2)



## 3.6 Fresh Water System

### 3.6.1 Fresh Water

#### STORAGE TANKS

There are 2 fresh water tanks in bilge under cockpit with 20 gals each capacity.

#### ACCESS

They are easily accessed in bilge.

#### INSPECTION/CLEANING ACCESS

They have no access ports.

#### MATERIAL

Tanks are polyethylene and semi transparent. There was no sediment visible.

#### FILL PIPE LOCATION

Fresh water inlet on deck, port side aft.

#### VENT PIPE LOCATION

Port and starboard vents for tanks are through topsides port and starboard.

#### ACCUMULATOR TANK

Non

#### PUMPS

SHURFLO diaphragm pump rated at 2.8 gpm @ 12 VDC. Set at 45 psi. Draws 7.5 amps. Serial #20

#### FILTERS

A strainer precedes the water pump.

#### HOSES AND CLAMPS

All piping was color coded PVC with spring loaded compression fittings. Blue=cold / Red=hot

#### DOCK SIDE PRESSURE REGULATOR

Vessel has no city water inlet.

### 3.6.2 Hot Water

#### TYPE

120 volt / 1250 watts AC electric only

#### MANUFACTURER

ATLANTIC MARINE PRODUCTS Model F6E Serial # F8

#### CAPACITY

6 gallons

#### PRESSURE RELIEF VALVE

Appears serviceable.

## 3.7 Sanitation

### 3.7.1 Black Water

#### TYPE (MANUAL OR ELECTRIC)

This is a manual toilet that flushes to a black-water holding tank in bilge under cockpit. Type III MSD system.

#### RAW WATER SUPPLY AND CLAMPS

Access to seacock is under med cabin berth cushion. 1" bronze through hull and seacock. Works smoothly and is bonded. Hose connections are double clamped.

#### DISCHARGE HOSES AND CLAMPS

Long run to black water tank. Appropriate style hose and double clamped.



**PUMP-OUT LOCATION**

Pump out is on aft deck at transom.

**MACERATOR**

Made by JABSCO rated 12 VDC / 16 amp USCG type. Model 18590-1000 Controlled by key switch in head which satisfies USCG requirements for inshore use prohibition. Unit was not powered up. (*Note: Key should never be left in switch*).

**HOLDING TANK / CAPACITY**

Polyethylene tank with 10 gallons capacity.

### 3.7.2 Grey Water

**BASINS, SHOWERS, HOSES, AND CLAMPS**

All basins drain directly overboard and have double clamped hose fittings.

**SUMP TANK(S) LOCATION**

The shower drains to bilge sump under mid cabin berth. A 1500 gal/min RULE pump with float switch pumps overboard from there.

**DISCHARGE**

All drains are through topside mounted through-hulls.

## 3.8 Steering System

### 3.8.1 Steering System

**TYPE**

Steering is hydraulic. Works smoothly and appears serviceable.

**MANUFACTURER**

System is made by SEA STAR / OUTBOARD SYSTEM.

**NUMBER OF STATIONS**

There is 1 helm on the bridge deck.

**LINES AND FITTINGS**

Good condition with no leaks.

## 3.9 Ground Tackle

### 3.9.1 Ground Tackle

**ANCHORS**

There is a 16-pound danforth style anchor resting on the davit.

**RODE MATERIAL**

The rode is line and chain and appears in new condition.

**RODE CONSTRUCTION**

Galvanized chain shackled to anchor then spliced to 3-strand nylon.

**LINE**

5/8 – 3 strand nylon. About 150 feet long.

**CHAIN**



Approximately 25 feet of 3/8 galvanized chain.

**WINDLASS**

See 3.1.4

## **3.10 Navigation and Indication Equipment**

### **3.10.1 Navigation and Indication**

**VHF**

An ICOM Model IC-M45 Serial # 31 mounted in dash powers up.

**RADAR**

A RATHEON Model M92678 Serial # 030 mounted in dash powers up.

**GPS**

A GARMIN Plotter/Sounder Serial # 52 mounted in dash powers up. It has a Cape Cod waters chip.

**SPEED/TRIP INDICATOR**

This is part of YAMAHA dash cluster and powers up.

**DEPTH SOUNDER**

Part of GPS

**COMPASSES**

A PLASTIMO OFFSHORE Model 105 with light is mounted on helm.

**ANTENNAS**

Shakespeare VHF mounted on top of bimini frame.

### **3.10.2 Entertainment Electronics**

**RADIO/CD/TAPE PLAYERS**

There is a SONY AM/FM/CD player built into cabinetry near AC panel in cabin. Model CDX-C4750, serial number not accessible without removing unit. There is a remote control mounted on helm station.

**SPEAKERS**

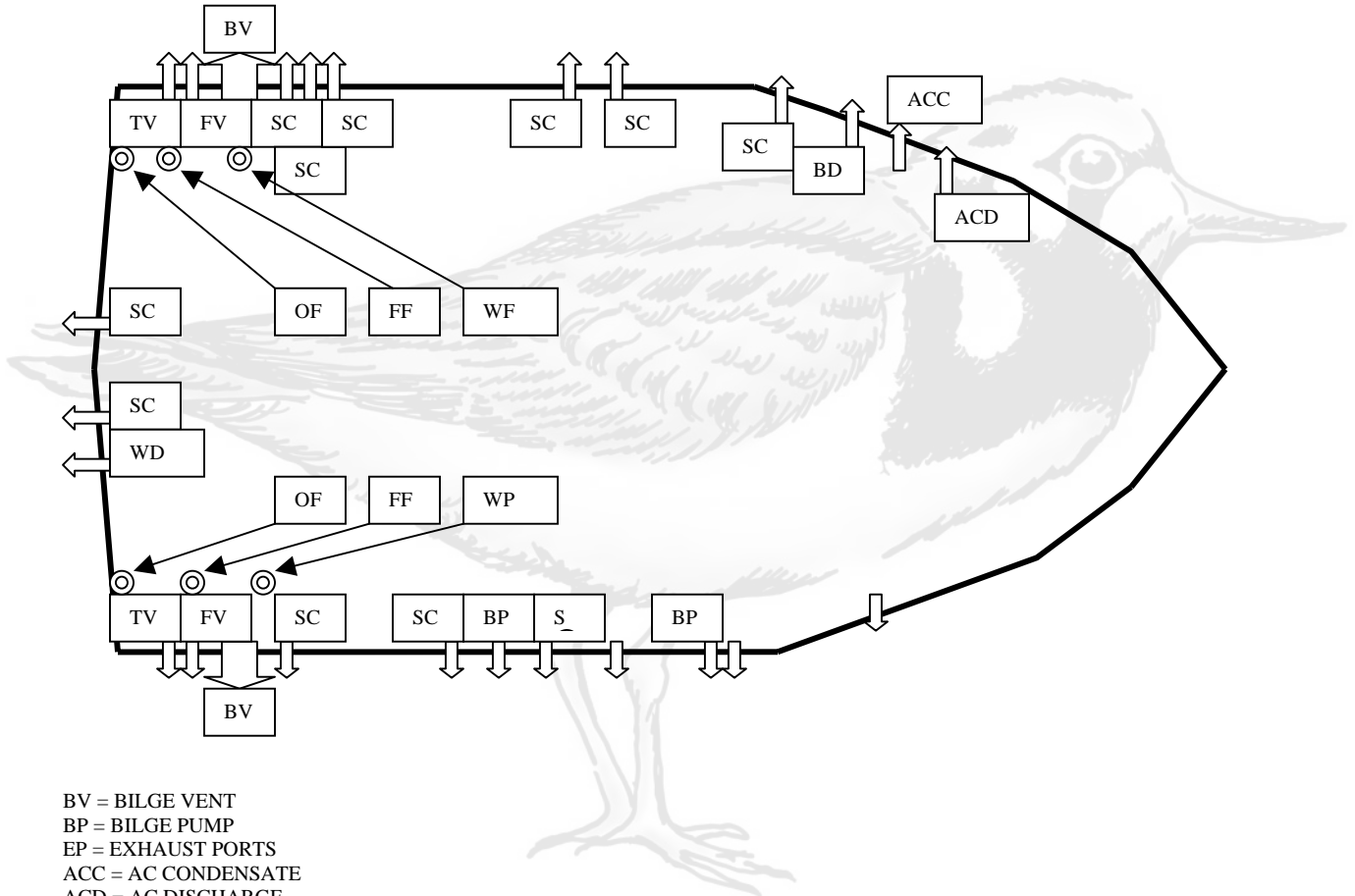
There are 2 speakers in cabin and 2 speakers in bridge deck. Radio works well.



### 3.11 Thru Hulls

#### 3.11.1 Thru-Hulls Map

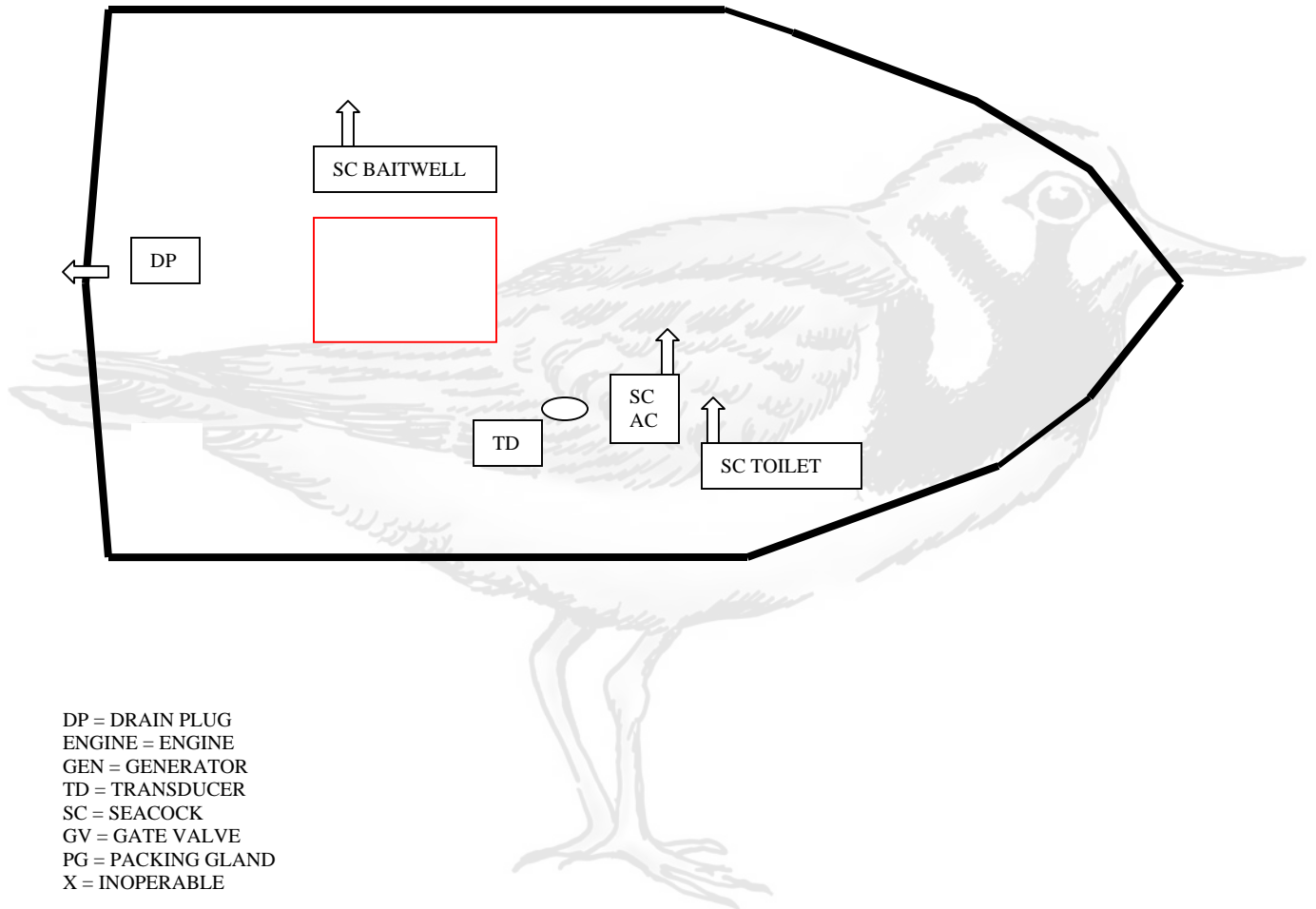
##### THRU-HULLS ABOVE WATER LINE (DIAGRAM)



- BV = BILGE VENT
- BP = BILGE PUMP
- EP = EXHAUST PORTS
- ACC = AC CONDENSATE
- ACD = AC DISCHARGE
- DF = DECK FILL
- VH = VENT HOSE
- SC = SCUPPER
- SD = SHOWER DRAIN
- BD = BASIN DRAIN
- WD = WASTE DISCHARGE
- LPD = LPG LOCKER DRAIN
- GE = GEN EXHAUST
- FF = FUEL FILL
- FV = FUEL VENT
- WV = WASTE TANK VENT
- WP = WASTE PUMPOUT
- WF = WATER FILL
- TV = WATER TANK VENT
- X = INOPERABLE
- OF = OIL FILL



**THRU-HULLS BELOW WATERLINE (DIAGRAM)**



DP = DRAIN PLUG  
ENGINE = ENGINE  
GEN = GENERATOR  
TD = TRANSDUCER  
SC = SEACOCK  
GV = GATE VALVE  
PG = PACKING GLAND  
X = INOPERABLE

**OBSERVATIONS:**

Seacocks are 1 “ bronze and are serviceable.



#### **THRU HULLS LIST**

Raw water in for bait-well, raw water in for toilet, raw water in for AC, and a depth transducer.

#### **MATERIAL**

Bronze

#### **TYPE**

Seacock to 1" through hull

#### **BONDING**

All connected to bonding system.

#### **CONDITION**

Serviceable

#### **OPERABLE**

Yes

#### **HULL REINFORCEMENTS**

Not visible

#### **MOUNTING FLANGE AND BOLTS**

Threaded through hull body with flange nut and elastomeric compound for bedding.

#### **DRAIN PLUGS**

Bronze through transom.

### **3.12 Bonding System**

#### **3.12.1 Bonding System**

#### **MAIN BONDING CONDUCTOR**

Green wire of #8 gauge per ABYC.

#### **THRU-HULL FITTINGS**

All are connected

#### **SEA STRAINERS**

Sea strainer for AC is connected.

#### **HULL ZINC**

Large zinc on transom is connected to bonding.

#### **FUEL WATER AND WASTE TANKS**

Yes

#### **APPLIANCE AND PANEL CASES**

Yes

### **3.13 Safety Equipment**

#### **3.13.1 Safety Equipment (US Coast Guard)**

#### **NUMBER AND TYPE OF PFD'S**

There are 2 plastic bags with like new USCG type 2 PFDs 4 in one bag and 8 in the other. (\* Finding A2)

#### **NUMBER OF THROWABLE PFD'S**

There was 1 throwable USCG type 4 cushion in the bag with the PFD. (\* Finding A2)

#### **FIRE EXTINGUISHERS**



There is 1 type BC extinguisher mounted to cabinet near AC panel. (\* Finding A3)

**VISUAL DISTRESS SIGNALS**

There is 1 ORION kit with 12-gauge pistol and 4 expired meteor flare shells. Also a handheld mirror. (\* Finding A4)

**SOUND DEVICES**

There is an electric horn on foredeck with button on helm. It is serviceable.

**NAVIGATION LIGHTS**

Navigation lights are serviceable.

**INLAND NAVIGATION RULE BOOK < 12M (39'4")**

Not required, but smaller quick reference rule card is in the closet.

**“NO OIL DISCHARGE” PLACARD**

Not on board. (\* Finding A5)

**MARPOL BLACK WATER PLACARD**

Not on board. (\* Finding A5)

**TRASH DISPOSAL PLACARD**

Not on board. (\* Finding A5)

**WASTE MANAGEMENT PLAN**

NA

**FCC STATION LICENSE**

NA

**FCC RADIO TELEPHONE OPERATOR’S PERMIT**

NA

**3.13.2 Auxiliary Safety Equipment**

**LIFE RAFT**

A SWITLIK 4 man pod is under the mid cabin berth. Serial # P4-1655 [Broker states this is not included in sale E.P.R.B.](#)

An ACR ELECTRONCS EPEB is mounted on the foredeck. Serial #12875 with hydrostatic release. [Broker states this is not included in sale](#)

**SMOKE DETECTOR**

None

**FIRE ALARMS**

None

**SEARCH LIGHT**

Remote controlled searchlight mounted on top of bimini. Handheld rechargeable in galley.

**FIRST AID KIT**

There are 2 small kits in forward cabin drawer on starboard side.

**MAN OVERBOARD SYSTEM**

MOB button on GPS. 1 throwable life cushion. (\* Finding C3)



### 3.13.3 Bilge Pumps

TABLE

MANUFACTURER	Float Switch	Gal./Hr.	Location
RULE 1500	Yes	1500	Aft Bilge
RULE 1500	Yes	1500	Forward bilge

## 3.14 Out of Water Inspection

### 3.14.1 Below Waterline Machinery

#### TRANSDUCERS

Well mounted and sealed.

#### PROPELLERS

Stainless steel counter-rotating props. Appear very new. No dents or dings.

#### ZINCS

1 large zing through-bolted to transom and connected to bonding system.

## 3.15 Air Conditioning and Heat

### 3.15.1 Air Conditioning and Heat

#### TYPE

Reverse cycle raw water heat exchanger.

#### MANUFACTURER

CRUISAR SMX II Heat/AC 115 VAC Serial #99. Insufficient power to power up. Appears new or never used.

#### NUMBER OF UNITS

1

#### LOCATION

Under V-berth

#### BTU CAPACITY

Unavailable- not on label.

#### THRU-HULL STRAINER

Clean and mounted near raw water pump under mid cabin berth. Covered with green corrosion. Bonded

#### HOSES, CLAMPS, CONNECTORS

Double clamped

#### RAW WATER COOLING PUMP

Also CRUISAIR and mounted under mid cabin berth and connected to bonding system.

#### DRIP TRAYS

In place

#### CONDENSATE DRAIN

Through topside drain port side.



## 4 Findings and Recommendations

Deficiencies noted under “**SAFETY**” should be addressed before 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 “**OTHER DEFICIENCIES**” should be corrected in the near future so as to maintain standards and to help the vessel retain its value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION.
- C. SURVEYOR’S NOTES AND OBSERVATIONS.

### 4.1 “A” Safety Deficiencies

**\*A1: USCG document lacks validation sticker. This document requires a validation sticker be attached which it was not at time of survey. This must be corrected before sale of vessel.**

**\*A2: This is a combination of 2 CFR violations that is easily fixed but must be mentioned. The PFDs and throwable life preserver are stowed in bags in the mid cabin berth. This is a violation of CFR 46 Sec 25.25-9a,b and CFR 33 Sec 175.19a;b which states these devices must be readily accessible.**



**\*A3: There is only 1 “BC” fire extinguisher (size B1) on board. In violation of CFR 46 Section 25.30-20. This vessel should have a minimum of 2 size B1 or 1 size B2 handheld extinguishers. The 2<sup>nd</sup> should be installed near the helm.**

**\*A4: The signal flare kit has 4 expired shells in it. In violation of CFR 33 Sec 175.125 which states the boat cannot be used with shells that have expired.**

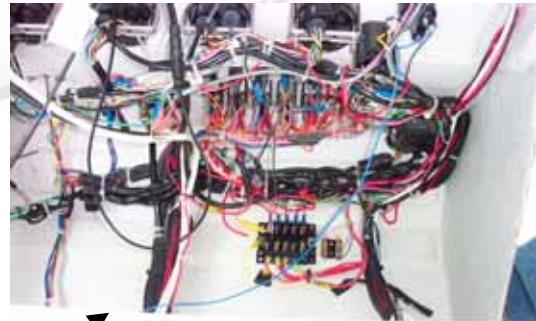
**\*A5: Combined: Missing placards: “NO OIL DISCHARGE”, violation of CFR 33 Sec 155.450, the MARPOL “BLACK WATER DISCHARGE RULES”, and “TRASH DISPOSAL”. Violations of CFR 33 Sec 151.59(d). These must be installed in their proper locations.**

## 4.2 “B” Deficiencies Needing Attention

**\*B1:** Area forward of cockpit scupper tested wet. Repair as soon as possible. First remove scupper frame and reseal. Remove and reseal any other deck hardware in the area. Look closely for cracks.



**\*B3:** A captive spade terminal is loose on the fuse block inside helm station. Simple to compress with pliers, reattach and reset yellow insulator over terminal.



Note clean wiring job and access behind opened helm station.

**\*B4:** Portlights in cabin are leaking water. This should be repaired before water damage starts.

## 4.3 “C” Surveyor’s Notes and Observations

**\*C1:** On the bridge deck, the forward tilting of the seats is impaired by the stereo speakers. Surveyor suggests fixing before either the seat jams at a bad time or the speaker gets broken.

**\*C2:** There is no galvanic isolator. If using shore power, an isolator should be considered standard equipment. Stray current corrosion is a serious problem in marinas, especially if you have outboards.



**Turnstone**  
**Marine Survey LLC**

**\*C3: Ground tackle is in excellent condition. However if home waters are more than the customary 30' of Nantucket sound, extra rode should be added. I would suggest at least doubling the chain rode to 50' and the nylon rode to at least 300 feet. There is ample room in the rode locker. Additionally, a chain lock should be installed ahead of winch. This will take the load of the windlass and insures the anchor cannot deploy accidentally. Currently the chain is wrapped around a bow cleat.**

**\*C3: Although the type IV life cushion meets requirements, a throwable system with a long tether attached to the boat is commonly attached to the transom. There are many MOB systems on the market and any prudent offshore operator should included one in the on board safety equipment.**





## 5 Summary and Valuation

### 5.1 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 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"** is a vessel that has had above average care and is equipped with extra electrical and electronic gear.

**"AVERAGE CONDITION"** is a vessel that is ready for sale requiring no additional work and normally equipped for her size.

**"FAIR CONDITION"** is a vessel that requires usual maintenance to prepare for sale.

**"POOR CONDITION"** is a vessel that requires substantial yard work and is devoid of extras.

**"RESTORABLE CONDITION"** is a vessel where enough of the hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in section **3 SYSTEMS** and section **4 FINDINGS AND RECOMMENDATIONS** of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is that this boat is in "average condition" condition.

**OVERALL VESSEL RATING:** This boat rating is close to "above average". However the fact that it is not clean affects the first impression. The owner should take off the boat what he plans to keep and tidy-up the cabin. It is confusing to figure value not knowing what finally goes with the boat. The deficiencies are simple fixes that should be taken care of before purchase.

Given the optional systems, low operating hours, the deficiencies remedied, the vessel cleaned up, the water line stripe repainted, and the rear seats in the cockpit reupholstered, (sun rot), my rating is "above average" condition for the hull and systems. I would insist on a sea trial and motors survey even though they show low hours.

## 5.2 Statement of Valuation

### 5.2.1 Fair Market Value

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 the condition of the vessel, it is the surveyor’s opinion that the “**FAIR MARKET VALUE**” of the subject vessel is: \$80,000.00

### 5.2.2 Estimated Replacement Cost

The “**ESTIMATED REPLACEMENT COST**” indicated the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. The “**ESTIMATED REPLACEMENT COST**” of the subject vessel is: \$110,000.00 to 120,000.00



### 5.3 Summary

In accordance with the request for a marine survey of the “*My Girl*”, for the purpose of evaluating the present condition and estimating the Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **March 10, 2004** and was found to be a well constructed, nicely appointed, and comfortable boat with very little use. The boat appears maintained and not abused. Subject to correction of deficiencies listed in section 4.1, the boat is considered to be suitable for its intended use. The other deficiencies listed should be attended to in a timely fashion.

### 5.4 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 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 in value or direction in value 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 of whom it may concern.

**ATTENDING SURVEYOR:**

Peter J. Spang, SA



## 6 Hull Identification Number

**I CERTIFY THAT THE RUBBING OF THE HULL IDENTIFICATION NUMBER WHICH APPEARS BELOW ON THIS DOCUMENT WAS PERSONALLY TAKEN BY THE UNDERSIGNED ON THE DATE INDICATED. THIS HULL IDENTIFICATION NUMBER IS IN AGREEMENT WITH THE VESSEL'S PAPERS.**

**Photo of actual hull rubbing on file**

**PETER J. SPANG, SA**

**DATE**