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## REPORT OF CONDITION AND VALUATION SURVEY for purposes of insurance evaluation

Survey #11/10-XXXX  
1973 Westsail 32  
Survey performed for XXXX, owners,  
with the vessel afloat,  
on 01 November 2010



MEMBER:  
Society of Accredited Marine Surveyors®  
American Boat and Yacht Council (ABYC)  
International Association of Marine Investigators (IAMI) - Certified Marine Investigator I

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It is the opinion of this firm that, with all deficiencies corrected, this vessel will continue to be suitable for her intended purpose (recreational boating in protected, coastal and offshore waters).

VALUATION

OPINION OF FAIR MARKET VALUE: \$42,110

With all deficiencies and non-routine maintenance corrected

Vessel - \$41,665

Dinghy and motor - \$445

REPLACEMENT VALUE: \$375,000

Current like production, equally equipped

NOTE: The valuations are solely a statement of our opinion of the value. We assume no liability for the information used on which this valuation is based. The information came from reported asking prices on Internet sites advertising vessels for sale, reported selling prices from [soldboats.com](http://soldboats.com) and values given by BUC and ABOS.

**DEFICIENCIES** and **NON-ROUTINE MAINTENANCE** (these are items which, in this firm's opinion and in accordance with NFPA and ABYC standards, state and 33 CFR regulations, are necessary to bring this vessel into sound condition and fit for its intended service and/or to ensure the proper operation of systems already installed)

### **MAIN ENGINE(S)**

#### **EXHAUST(S):**

Hose connections double clamped:

1. Not all -- *double clamping required (where practical and where not already in place, which means that no clamp shall be installed closer than 1/4" to the end of the hose and must fully engage the barb or fitting and no second clamp should be installed if it is cutting into the hose or forcing the hose to be internally cut by the barb or fitting) (per ABYC P-1.7.1.10.1 and NFPA 302 6.3).*

### **TANKAGE**

#### **FUEL TANK(S):**

Fuel filler lines double clamped:

2. Not sighted -- *ensure that the filler hose connections are double clamped (where practical) (per ABYC H-33.11.7).*

Fuel filler deck plate(s) grounded to the fuel tank(s):

3. Not sighted -- *ensure that the filler deck plates are grounded (per ABYC H-33.15.1).*

### **INTERIOR**

#### **INTERIOR:**

Smoke detector(s):

4. No -- *all vessels 26 feet or more in length, with accommodation spaces intended for sleeping, shall be equipped with a single station smoke alarm -- provide a minimum of one smoke alarm (per NFPA 302-44.12.3).*

Flammable(s) stored inside cabin:

5. Yes -- *remove all flammable products from interior storage.*

### **DECK & SAFETY EQUIPMENT**

#### **DECK AND SAFETY EQUIPMENT**

Flares (visual distress signals):

6. Yes -- *flares are outdated -- disposal and replacement required.*

EPIRB:

7. ACR 406 MHz -- *battery has expired -- battery replacement required.*

USCG placards:

8. Neither placard sighted -- *post the "Discharge of Oil Prohibited" placard in the engine space and the MARPOL (Garbage) placard in the galley facing the waste containment per USCG requirements (CFR 155.450 and CFR 151.59).*

Navigation lights:

9. Not tested -- *ensure that all lights are operational.*

### **FIRE FIGHTING & BILGE PUMPING EQUIPMENT**

#### **FIRE FIGHTING EQUIPMENT:**

Automatic fire quench system in engine space(s):

10. One Halon 1301 in engine space with no certification tag. Per ABYC A-4.7.3.3.2, the engine, generator and blower (if applicable) located in the protected space must shut down automatically if the fire extinguishing system is discharged -- *ensure that automatic shut down is in place.*

All currently certified:

11. No -- *have all fire fighting equipment currently certified (or replace) (per NFPA 10).*

**ROUTINE/DEFERRED MAINTENANCE ITEMS** (these are items which, in this firm's opinion, should have been corrected at the time that they occurred and/or items that should be part of a routine maintenance

schedule -- they do not, at the time of this survey, constitute a structural nor safety deficiency; however, if let unattended, they may lead to further deterioration)

## MAIN ENGINE(S)

### MAIN ENGINE(S):

Belts and pulleys:

1. Good, although belt appears to be rubbing in way of the alternator -- *correct as required.*

Cooling system(s):

2. Heat exchanger cooled -- coolant level is low (no anti-freeze) -- *recommend adding anti-freeze as a corrosion inhibitor.*

Oil level and condition:

3. Oil is dirty -- *recommend oil change.*

## INTERIOR

### INTERIOR:

Window leakage?:

4. Yes -- *ensure watertight integrity of starboard forward port light and re-seal if required.*

## AUXILIARY EQUIPMENT

### SPECIAL EQUIPMENT:

Compass(es):

5. 3-1/2" Ritchie in bulkhead -- the fluid has leaked out and the lens is cracked -- *correct as required.*

## MAST(S) & RIGGING

### MAST(S):

Spreaders:

6. Aluminum -- the port spreader is loose in its base -- *correct as required.*

### DECK EQUIPMENT:

Winch(es):

7. One Barlow #23 self-tailing on main mast -- winch is stiff (not turning properly) -- *service (lubricate) or replace as required.*

**ITEMS TO MONITOR** (these are items which, in this firm's opinion, are generally the result of normal wear and tear and do not require correction at this time -- they do not, at the time of this survey, constitute a structural nor safety deficiency; however, they will require correction if the condition worsens)

## HULL

### MAIN DECK:

Void(s):

1. One small void found in the starboard forward corner of the cockpit -- *monitor and correct if condition worsens.*

Cabin (house) to deck joint:

2. Molded -- minimal stress cracking noted -- *monitor gel coat cracking and repair if conditions worsen.*

## MAST(S) & RIGGING

### STANDING RIGGING:

Stay or shroud:

3. Main upper shrouds are 5/16" 1 x 19 S/S wire -- the port shroud is reportedly new -- displaced wire noted at the lower end of the starboard shroud -- *monitor and correct if condition worsens.*

**RECOMMENDATIONS** (these are items which, in this firm's opinion, will enhance the safe operation of this vessel and/or ensure its continued structural condition but are not mandatory and do not affect the insurability of this vessel)

## HULL

Unless otherwise specified, items were found to be in sound to good condition.

MAIN DECK:

Cockpit drain(s):

1. Yes -- no screens installed -- *recommend provision of screens to minimize the possibility of lost gear.*

**MAIN ENGINE(S)**

MAIN ENGINE(S):

Drip pan(s) beneath engine(s):

2. No -- *recommend installation of a drip pan or oil absorb pad.*

**TANKAGE**

FUEL TANK(S):

Manufacturer's label(s):

3. None sighted -- per CFR 183.514, each fuel tank is to have a label that contains (at minimum) the fuel tank manufacturer's name (or logo) and address, the month (or lot number) and year of manufacture, the capacity in US gallons and the material of construction -- *ensure existence of said labels and post if not already in place.*

FRESH WATER TANK(S):

Filter(s):

4. No filters sighted -- *recommend provision of at least one filter.*

**INTERIOR**

HEAD(S):

Type(s) of marine sanitation device(s):

5. Type III -- when operating this vessel on a body of water where the discharge of untreated sewage is prohibited by the EPA under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage -- this may be accomplished by: 1) closing each valve leading to an overboard discharge and removing the handle; 2) padlocking each valve leading to an overboard discharge in the closed position; or 3) using a non-releasable wire tie to hold each valve leading to an overboard discharge in the closed position -- *recommend securing as/if required (per 33 CFR 159.7.2.c).*

**DECK & SAFETY EQUIPMENT**

DECK AND SAFETY EQUIPMENT

Life jacket(s) in sufficient quantity?:

6. A minimal number of life jackets are on board -- per CFR 33, Section 175.15, a minimum of one Type I, Type II or Type III PFD is required for each person on board -- *strong recommendation made to provide additional life jackets as required.*

Inland Navigation Rule Book (12M-39'4" or longer):

7. No copy of the Inland nor International Navigational Rules was sighted -- *recommend provision although it is not mandatory for a vessel of this length.*

**AUXILIARY EQUIPMENT**

SPECIAL EQUIPMENT:

Boarding ladder(s):

8. Not sighted -- *provide a boarding ladder (if not already on board) or other means for easily retrieving someone who has fallen overboard (per ABYC H-41.9.1).*

**ELECTRICAL SYSTEMS**

12V SYSTEMS:

Connectors:

9. Ring, spade and friction -- friction connectors have been known to loosen over time -- *strongly recommend replacement with ring or spade connectors.*

Anti-chafe protection:

10. Some wiring requires protection where it runs through bulkheads, floors, etc., to minimize damage from chafing or pressure displacement (per ABYC E-11.16.4.1.8 and CFR 183.445), although these standards were not in effect at the time of this vessel's manufacture -- *provide anti-chafe protection as required.*

BATTERY CHARGER(S):

Charger(s) in acceptable location(s):

11. No -- the battery charger is located in an area where the ambient temperature may exceed 122 degrees F (50 degrees C) -- *recommend moving to a more appropriate location.*

110V SYSTEMS:

ELCI protection:

12. No equipment leakage circuit interrupter (ELCI) sighted; however, this vessel was manufactured prior to this requirement -- *recommend installation of an ELCI within 10 feet of the shore power inlet (per ABYC E-11.11.1) and in a readily accessible location (per ABYC E-11.11.1.2).*

AC source selector switch(es):

13. No; however, this vessel is as manufactured and likely complied with existing standards at that time -- *strongly recommend providing AC source selector switch (per ABYC E-11.5.5.6.1).*

Distribution panel(s):

14. No -- *recommend installation of a marine grade distribution panel also equipped with a main breaker and reverse polarity indicator.*

AC volt meter(s):

15. No; however, this vessel is as manufactured and likely complied with existing standards at that time -- *strongly recommend providing AC volt meter (per ABYC E-11.9.3.2).*

INVERTER(S):

Warning label(s):

16. No -- *post a warning label stating "Electrical shock hazard. Vessel is equipped with a DC to AC power inverter. Disconnect inverter DC input before servicing vessel's electrical systems." at or near the main electrical panel per ABYC A-31.5.3.7.*

LIGHTNING PROTECTION:

NOTE:

17. *Installation of a lightning protection system may want to be accomplished, depending on vessel areas of operation.*

**FIRE FIGHTING & BILGE PUMPING EQUIPMENT**

FIRE FIGHTING EQUIPMENT:

More extinguishers needed:

18. *Recommend provision of at least one additional currently certified Type B:C Size I or Size II portable fire extinguisher.*

BILGE PUMPS:

High bilge water alarm(s) installed:

19. No -- *recommend installation of at least one high bilge water alarm.*

**THROUGH-HULLS**

THROUGH-HULLS AND SEA VALVES:

Routine servicing:

20. *Recommend exercising all sea valves on a routine basis (monthly) and provision of wooden plugs in close proximity to each through-hull.*

**MAST(S) & RIGGING**

STANDING RIGGING:

Ends:

21. Sta-lock S/S swaged -- not all swages have been sealed -- *recommend using bee's wax and rinsing the standing rigging with fresh water, drying (with heat applied) and melting the wax into the swage fitting.*

Cotter pins:

22. Installed -- the heads of some of the pins are down (instead of on top or on the side) -- *re-orient to prevent the possibility of the pins backing out due to gravity.*

NFPA and ABYC recommendations that are in effect today. This survey addresses those recommendations thought to be necessary for safety, but it does not suggest complete compliance with current requirements or standards.

## SURVEY INFORMATION

### SURVEY INFORMATION:

Survey No.: 11/10-XXXX  
Date of Survey: 01 November 2010  
Date of Report: 03 November 2010  
SCOPE OF SURVEY: This survey was performed at the request of the owners, who were present at the time of the survey, for purposes of insurance underwriting.  
Intended Service: Pleasure  
Waters to be Navigated: Offshore  
Where Vessel Can Be Surveyed: Stockton Sailing Club, Stockton, CA  
Person to contact & phone number: Mr. XXXX, owner, XXX-XXX-XXXX  
Survey conducted with vessel: Afloat

### CLIENT INFORMATION:

Client Name: XXXX  
Mailing Address: XXXX  
City/State/Zip: XXXX  
Cellular Phone: XXX-XXX-XXXX

### VESSEL INFORMATION:

Vessel Type: 1973 Westsail 32  
Vessel Name: "XXXX"  
Hull ID number: WSSXXXXXXXXXX  
Hull ID number verification attached: A true digital photograph of the hull ID number of the referenced vessel would be included here.  
Registration No.: XXX XXX  
Year Registered: Not current but documentation is being transferred into present owners' names.  
Registration sighted: Yes

## HULL

### HULL:

Manufacturer/Builder: Westsail Corporation, Costa Mesa, CA  
Year: 1973  
Type: Auxiliary cutter  
Construction material: Fiberglass  
LOA: 32'0"  
Beam: 11'0"  
Loaded draft: 5'0"  
Loaded freeboard: 2'6" to the top of the deck  
Displacement: 20,000# approximate dry weight  
Ballast: 7,000# (reportedly)  
Last date of dry dock: 2006 (reportedly)  
General construction: Heavy (for type)

**BOTTOM:**

Construction material: Underbody not sighted -- survey conducted with vessel afloat.

**HULL EXTERIOR:**

Construction material: Fiberglass  
 Stem: Flared, although vessel is double ended  
 Cap rail(s): Teak  
 Transom: Double ended  
 Hull cosmetics: Hull cosmetics are in good to fair condition.  
 NOTE: Some rusting

fasteners noted (chain plate and Martingale) -- *remove fasteners, inspect and correct condition, as required.*



**MAIN DECK:**

Construction material: Fiberglass over plywood  
 Delamination(s): None found (by tap inspection)  
 Void(s): One small void found in the starboard forward corner of the cockpit -- *monitor and correct if condition worsens.*  
 Cockpit: Aft  
 Lazarette: Yes  
 Cabin (house): Trunk  
 Cabin (house) to deck joint: Molded -- minimal stress cracking noted -- *monitor gel coat cracking and repair if conditions worsen.*  
 Cabin access: Companionway drop boards  
 Port(s)/port light(s): Opening -- with screens -- some screens are damaged.  
 Joinery stress: None noted  
 Docking lines: Yes  
 Fenders: Yes  
 Canvas: Sun shade  
 Seats: Molded in cockpit bench seats  
 Storage: In lazarette  
 Bowsprit: Teak, with dual anchor rollers  
 Bow pulpit/rail: Stainless steel  
 Stern pulpit/push pit: None  
 Stanchions/side rail(s): Stainless steel  
 Lifeline(s): Double -- some rusting noted -- to be replaced prior to ocean passage making.  
 Grab rail(s): Cabin top  
 Chocks and mooring cleats: Horn mooring cleats  
 Hawse pipes: Yes  
 Scuppers/deck drain(s): Yes  
 Cockpit drain(s): Yes -- no screens installed -- *recommend provision of screens to minimize the possibility of lost gear.*  
 Escape hatch(es): Forward cabin top  
 Teak trim: Cosmetics in good to fair condition.

**BILGE SPACE(S):**

Engine room(s) and bilge(s) well kept: Yes -- bilges are in structurally sound condition but would benefit from cleaning.  
 Bilges accessible: Yes  
 Stringers: No deterioration noted by tap inspection (where accessible).  
 Limber hole(s): Limber holes are clear and no deterioration noted.  
 Bulkheads: No deterioration noted by tap inspection (where accessible).  
 Keel bolts: Not applicable -- ballast is internal.

**MAIN ENGINE(S)**

**MAIN ENGINE(S):**

Number of units: One



Type: Inboard  
 Manufactured by: Beta Marine  
 Serial number(s): 4N3608  
 Model number(s): BV1505  
 Naturally aspirated? Yes  
 Horsepower: 17.5 HP  
 Number of cylinders: Four  
 Year: 2006 (reportedly)  
 Engine(s) location(s): Cockpit bilge  
 Engine space hatch(es): Beneath companionway steps  
 Fuel type: Diesel  
 Fuel pump(s): Engine mounted  
 Fuel filter(s): Beta Marine 211-60210  
 Hoses and clamps: Good  
 Belts and pulleys: Good, although belt appears to be rubbing in way of the alternator -- *correct as required.*  
 Engine mounts and beds: Sound  
 Throttle and shift control(s): Single lever  
 Alternator(s) approved type: Yes  
 Drip pan(s) beneath engine(s): No -- *recommend installation of a drip pan or oil absorb pad.*  
 Cooling system(s): Heat exchanger cooled -- coolant level is low (no anti-freeze) -- *recommend adding anti-freeze as a corrosion inhibitor.*  
 Oil level and condition: Oil is dirty -- *recommend oil change.*  
 Ventilation: Natural  
 Shaft wiper(s): Yes

Stuffing box(es): Serviceable  
Stuffing box hose(s) Yes  
double clamped:  
Emergency shut down(s): No  
Warning labels: "Danger -- never remove cap when the engine is hot" -- this label is in place.  
Accessibility: Good  
Last major overhaul: Not applicable  
Engine(s) operated: Engine not operated for purposes of this survey.

**TRANSMISSION(S):**

Manufacturer: PRM Newage  
Serial number(s): 1205497  
Model number(s): PRM120  
Gear ratio: Unknown  
Coupler(s): Good  
Coupler(s) safety wired: Yes

**GAUGES AND INSTRUMENTATION:**

Volt: Yes  
Hour meter(s): Hours not sighted -- electronic hour meter installed  
Oil pressure: Yes  
RPM: Yes  
Water temperature: Yes

**EXHAUST(S):**

Discharge location(s): Hull side  
Piping: Hose  
Hose connections double clamped: Not all -- *double clamping required (where practical and where not already in place, which means that no clamp shall be installed closer than 1/4" to the end of the hose and must fully engage the barb or fitting and no second clamp should be installed if it is cutting into the hose or forcing the hose to be internally cut by the barb or fitting) (per ABYC P-1.7.1.10.1 and NFPA 302 6.3).*  
Muffler(s): Centek fiberglass waterlift

**STEERING SYSTEM(S):**

Number of steering stations: One  
Steering station location(s): Cockpit  
Type: Tiller  
Mounting(s): Rudder head/tiller fitting -- rudder is externally hung  
Autopilot: Navico Tillerpilot

**UNDERWATER APPENDAGES**

**PROPELLER(S):**

Number of propellers: Underwater appendages not sighted.

**TANKAGE**

**FUEL TANK(S):**

Number of tanks: Two  
 Capacity: 70 USG reported total  
 Supply lines: Copper  
 Shut off valve(s): Manual  
 Filling line(s) located: Side decks  
 Tank material: Aluminum  
 Tank(s) vented: Yes  
 Vent(s) location(s): Hull sides  
 Tank(s) grounded: Yes  
 Tank(s) secured: Yes  
 Tank(s) location(s): Port and starboard outboard of the engine, which is beneath the cockpit sole  
 Inspection/cleaning access: Fair  
 Tank(s) condition: Visually good (where accessible)  
 Manufacturer's label(s): None sighted -- per CFR 183.514, each fuel tank is to have a label that contains (at minimum) the fuel tank manufacturer's name (or logo) and address, the month (or lot number) and year of manufacture, the capacity in US gallons and the material of construction -- *ensure existence of said labels and post if not already in place.*  
 Fuel filler lines double clamped: Not sighted -- *ensure that the filler hose connections are double clamped (where practical) (per ABYC H-33.11.7).*  
 Fuel filler deck plate(s) grounded to the fuel tank(s): Not sighted -- *ensure that the filler deck plates are grounded (per ABYC H-33.15.1).*

**FRESH WATER TANK(S):**

Number of tanks: Two  
 Capacity: 80 USG reported total  
 Supply lines: Tigon  
 Shut off valve(s): Manual  
 Filling line(s) located: Tanks  
 Tank(s) vented: Yes  
 Vent(s) location(s): Hull sides  
 Tank(s) material: Aluminum  
 Tank(s) secured: Yes  
 Tank(s) location(s): Beneath main saloon cabin sole  
 Inspection/cleaning access: Fair  
 Tank(s) condition: Visually good (where accessible)  
 Water pump(s): Manual  
 Filter(s): No filters sighted -- *recommend provision of at least one filter.*  
 NOTE: Water tanks to be replaced within the next year.

**HOLDING TANK(S) (BLACK WATER):**

Number of tanks: New tank to be installed.

**ALCOHOL TANK(S):**

Number of tanks: One -- to be removed

Tankage only inspected visually, not pressure tested.

## INTERIOR

**INTERIOR:**

Style: Traditional



Berths: Six



Curtains: No  
 Heating/Air conditioning: Wood stove in the main saloon, with appropriate heat shield on the bulkhead  
 Smoke detector(s): No -- all vessels 26 feet or more in length, with accommodation spaces intended for sleeping, shall be equipped with a single station smoke alarm -- *provide a minimum of one smoke alarm (per NFPA 302-44.12.3).*  
 Carbon monoxide detector(s): Yes -- operational  
 Flammable(s) stored inside cabin: Yes -- *remove all flammable products from interior storage.*  
 Flooring: Occasional rugs have been placed in heavy traffic areas. Flooring is painted plywood panels.  
 Upholstery: Cloth  
 Condition: Interior is in good condition for its age.  
 Window leakage?: Yes -- *ensure watertight integrity of starboard forward port light and re-seal if required.*  
 Chain plate(s) leakage?: No evidence sighted.

**GALLEY:**

Stove: 2 burner alcohol -- stove to be replaced, most probably with a propane unit



Refrigeration: Frigoboat 12V  
 Water system: Manual cold only  
 Sink(s): Single stainless steel  
 Storage: Very good  
 Toaster: 2 slice

**HEAD(S):**

Number of heads: Lavac head (original) to be re-installed --  
Thetford Porta Potti presently in place



Toilet(s): Manual  
Type(s) of marine sanitation device(s): Type III -- when operating this vessel on a body of water where the discharge of untreated sewage is prohibited by the EPA under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage -- this may be accomplished by: 1) closing each valve leading to an overboard discharge and removing the handle; 2) padlocking each valve leading to an overboard discharge in the closed position; or 3) using a non-releasable wire tie to hold each valve leading to an overboard discharge in the closed position -- *recommend securing as/if required (per 33 CFR 159.7.2.c).*

## DECK & SAFETY EQUIPMENT

### DECK AND SAFETY EQUIPMENT

Anchor(s): CQR 45# located at the bow with approximately 50 feet of 3/8" chain and approximately 200 feet of 1/2" three strand nylon  
Danforth II 2500 located in the lazarette -- approximately 50 feet of 3/8" chain not attached

Anchor windlass: Simpson-Lawrence 555 12V and manual -- not tested

Life jacket(s): Two adult Type V Suspenders in main saloon locker -- in good condition  
Three youth Type III vests in bag in nav station locker -- in good condition

Life jacket(s) in sufficient quantity?: A minimal number of life jackets are on board -- per CFR 33, Section 175.15, a minimum of one Type I, Type II or Type III PFD is required for each person on board -- *strong recommendation made to provide additional life jackets as required.*

Throwable device(s): One Type IV Life Sling on stern pulpit in good condition  
Three Type IV cushions in main saloon in good condition

Safety harness(es) and tether(s): Harnesses

Bell(s): Yes

Horn(s): Handheld electronic and manual

Flares (visual distress signals): Yes -- flares are outdated -- *disposal and replacement required.*

EPIRB: ACR 406 MHz -- battery has expired -- *battery replacement required.*

Man overboard pole: Yes

Abandon Ship bag(s): Survival kit

Inland Navigation Rule Book (12M-39'4" or longer): No copy of the Inland nor International Navigational Rules was sighted -- *recommend provision although it is not mandatory for a vessel of this length.*

USCG placards: Neither placard sighted -- *post the "Discharge of Oil Prohibited" placard in the engine space and the MARPOL (Garbage) placard in the galley facing the waste containment per USCG requirements (CFR 155.450 and CFR 151.59).*

Navigation lights: Not tested -- *ensure that all lights are operational.*

## AUXILIARY EQUIPMENT

### SPECIAL EQUIPMENT:

Boarding ladder(s): Not sighted -- *provide a boarding ladder (if not already on board) or other means for easily retrieving someone who has fallen overboard (per ABYC H-41.9.1).*

Compass(es): 3-1/2" Ritchie in bulkhead -- the fluid has leaked out and the lens is cracked -- *correct as required.*

Spotlight(s): Handheld

Charts: Bay & Delta and coastal

Depth sounder(s): Uniden with depth alarm

Wind direction: Windex

VHF radio(s): ICOM IC-M602 not connected; ICOM IC-M422 has a new antenna that is not yet connected; Standard Horizon HX270S submersible handheld and Standard Horizon HX471X submersible handheld

Radar reflector(s): Yes

Ship's clock(s): Yes

Barometer(s): Yes

MP3 player(s): Altec Lansing -- not original

Other: HP Pavilion Entertainment PC -- new Spring 2010  
HP Photosmart C4780 printer -- new October 2010

Electronics only tested for powering up, not accuracy. 110V systems not tested.

### DINGHY(IES) AND MOTOR(S):

Number of units: One



Manufacturer: T P & L Boats, Campbell, CA

Year: 1979

Length: 8'

Hull ID number: TPL0???40679



Registration number: Not mandatory due to the length of the dinghy

Type: Sailing dinghy

Material: Fiberglass

Dinghy(ies) location(s): Cabin top

Motor manufacturer: Honda  
 Motor year: 2004 (reportedly)  
 Motor horsepower: 2  
 Dinghy and motor operated: No -- dinghy and motor not operated for purposes of this survey.

## ELECTRICAL SYSTEMS

### 12V SYSTEMS:

Batteries: One Group 27 lead acid stored in acid proof battery box.  
 Four 6V lead acid stored in acid proof battery box.

Battery(ies) secured and covered: Yes

Battery selector (on/off) switch: Yes

Battery cable(s): Marine grade

Distribution panel: Yes

Breaker(s)/fuse(s): Yes -- breakers

Connectors: Ring, spade and friction -- friction connectors have been known to loosen over time -- *strongly recommend replacement with ring or spade connectors.*

DC volt meter(s): Yes

12V wiring secured and loomed: Yes

Anti-chafe protection: Some wiring requires protection where it runs through bulkheads, floors, etc., to minimize damage from chafing or pressure displacement (per ABYC E-11.16.4.1.8 and CFR 183.445), although these standards were not in effect at the time of this vessel's manufacture -- *provide anti-chafe protection as required.*

12V wiring properly terminated: Yes (where accessible)

Charging system: Alternator and battery charger (see Battery Charger section below)

### BATTERY CHARGER(S):

Make: Xantrex TrueCharge 20+

Operation manual: Operation manual on board.

Output status indicator(s): Status indicator lights installed as part of the charger

Charger(s) in acceptable location(s): No -- the battery charger is located in an area where the ambient temperature may exceed 122 degrees F (50 degrees C) -- *recommend moving to a more appropriate location.*

### 110V SYSTEMS:

Shore power inlet(s): Hubbell 30 AMP

Shore power cord(s): One 30 AMP

ELCI protection: No equipment leakage circuit interrupter (ELCI) sighted; however, this vessel was manufactured prior to this requirement -- *recommend installation of an ELCI within 10 feet of the shore power inlet (per ABYC E-11.11.1) and in a readily accessible location (per ABYC E-11.11.1.2).*

AC source selector switch(es): No; however, this vessel is as manufactured and likely complied with existing standards at that time -- *strongly recommend providing AC source selector switch (per ABYC E-11.5.5.6.1).*

Main breaker(s): Yes -- in the engine space and not well secured -- to be moved to a more appropriate location.

Distribution panel(s): No -- *recommend installation of a marine grade distribution panel also equipped with a main breaker and reverse polarity indicator.*

GFCI protection: A GFCI equipped 110V outlet has been installed as the first in line for the circuit requiring protection.

AC volt meter(s): No; however, this vessel is as manufactured and likely complied with existing standards at that time -- *strongly recommend providing AC volt meter (per ABYC E-11.9.3.2).*

110V wiring secured and loomed: Yes

Anti-chafe protection: See 12V Systems

110V wiring properly terminated: Yes (where accessible)

Wire type: Marine grade

**INVERTER(S):**

Number of units: One

Year: Unknown

Manufacturer: Xantrex 1750 ProWatt

Warning label(s): No -- *post a warning label stating "Electrical shock hazard. Vessel is equipped with a DC to AC power inverter. Disconnect inverter DC input before servicing vessel's electrical systems." at or near the main electrical panel per ABYC A-31.5.3.7.*

Location(s): Engine space

Accessibility: Fair

**GROUNDING AND BONDING SYSTEM(S):**

Main grounding conductor: The conductor is not less than 16 AWG.

Main bonding conductor: The conductor is not less than 8 AWG. The bonding system, except for the connections at the bonding zinc, was not sighted.

**LIGHTNING PROTECTION:**

NOTE: *Installation of a lightning protection system may want to be accomplished, depending on vessel areas of operation.*

**FIRE FIGHTING & BILGE PUMPING EQUIPMENT**

**FIRE FIGHTING EQUIPMENT:**

Portable fire extinguisher(s): One Type B:C Size I dry chemical A:B:C at nav station -- no tag sighted.

More extinguishers needed: *Recommend provision of at least one additional currently certified Type B:C Size I or Size II portable fire extinguisher.*

Automatic fire quench system in engine space(s): One Halon 1301 in engine space with no certification tag. Per ABYC A-4.7.3.3.2, the engine, generator and blower (if applicable) located in the protected space must shut down automatically if the fire extinguishing system is discharged -- ensure that automatic shut down is in place.

All currently certified: No -- *have all fire fighting equipment currently certified (or replace) (per NFPA 10).*

Per CFR 25 SUBPART 25.30 (1) -- When the date on the inspection record tag on the extinguisher(s) shows that 6 months have elapsed since the last weight check ashore, then such extinguisher is no longer accepted as meeting

required maintenance conditions until re-weighed ashore and found to be in a serviceable condition and within required weight conditions.

**BILGE PUMPS:**

Bilge pump(s): One Rule 2000 GPH 12V centrifugal -- the intake is located in the central bilge and the discharge is located in the hull side above the LWL -- equipped with an automatic float switch  
One Rule 360 GPH 12V centrifugal -- the intake is located in the central bilge and the discharge is located in the hull side above the LWL -- equipped with an automatic float switch

Pump(s) operational: Automatic float switches activated the bilge pump motors.

High bilge water alarm(s) installed: No -- *recommend installation of at least one high bilge water alarm.*

**THROUGH-HULLS**

**THROUGH-HULLS AND SEA VALVES:**

Through-hull(s): Engine raw water intake located in the aft bilge; piped with hose; bronze ball valve installed -- valve is operational -- internal strainer installed  
Cockpit drains located in the aft bilges; piped with sanitation hose; bronze ball valves installed -- valves are operational  
Galley sink drain located in the galley bilge; piped with sanitation hose; bronze ball valve installed -- valve is operational  
Toilet flush water intake located in the head bilge; bronze ball valve installed -- not yet plumbed so valve not tested  
Toilet discharge not yet plumbed  
Vanity sink drain not yet plumbed

Below LWL hose connections: All below LWL hose connections have been double clamped.

Routine servicing: *Recommend exercising all sea valves on a routine basis (monthly) and provision of wooden plugs in close proximity to each through-hull.*

ABYC "Seacocks, Thru-hull Connections and Drain Plugs" Standard H-27 requires, in part, that all sea valves be of the lever activated type. Gate valves are not recommended, as they jam easily and open/closed status is difficult to visually discern. In addition, it is recommended that all below LWL hose connections be double clamped, but only if the nipple/hose barb is long enough to support the second clamp.

**SAILS**

**SAILS:**

Sail(s): Lee Sails dacron main with two reefs  
Lee Sails dacron jib  
Lee Sails dacron staysail  
3/4 ounce stabilized nylon spinnaker -- not removed from bag  
1.5 ounce stabilized nylon spinnaker -- not removed from bag

Sail cover(s): Main sail cover, jib bag and staysail bag -- all reportedly new two years ago -- in very good condition

NOTE: Lee sails showing little evidence of usage.

**MAST(S) & RIGGING**

**MAST(S):**

Main mast(s): Selden painted aluminum single spreader mast head rig with an external track installed for the sail -- had been taken down and was recently re-stepped.

How stepped?: Deck

Spreaders: Aluminum -- the port spreader is loose in its base -- *correct as required.*

Gooseneck(s): Stainless steel adjustable/sliding gooseneck

Main boom: Painted aluminum

Main boom vang: None -- preventer to be installed.

NOTE: Mast and rigging surveyed from deck level only.

**STANDING RIGGING:**

Stay or shroud: Main forestay is 5/16" 1 x 19 S/S wire  
 Main upper shrouds are 5/16" 1 x 19 S/S wire -- the port shroud is reportedly new -- displaced wire noted at the lower end of the starboard shroud -- *monitor and correct if condition worsens.*



Main backstays (twin) are 5/16" 1 x 19 S/S wire  
 Main lower shrouds are 5/16" 1 x 19 S/S wire  
 Staysail stay is 5/16" 1 x 19 S/S wire and is removable  
 Running backstays installed.

Ends: Sta-lock S/S swaged -- not all swages have been sealed -- *recommend using bee's wax and rinsing the standing rigging with fresh water, drying (with heat applied) and melting the wax into the swage fitting.*

Turnbuckles: Navtec style

Cotter pins: Installed -- the heads of some of the pins are down (instead of on top or on the side) -- *re-orient to prevent the possibility of the pins backing out due to gravity.*

NOTE: Standing rigging, except for port upper shroud, reportedly new in 2004 -- to be replaced prior to extensive ocean passage making.

**RUNNING RIGGING:**

Halyard(s): Main halyard is yacht braid  
 Jib/genoa halyard is yacht braid  
 Staysail halyard is braid

Main sheeting: Aft boom  
 Head sail(s) sheeting: Yacht braid

**DECK EQUIPMENT:**

Winch(es): One Barlow #23 self-tailing on main mast -- winch is stiff (not turning properly) -- *service (lubricate) or replace as required.*

One Barlow #16 single speed on main mast  
 Two Barlow #24 single speed in cockpit

Track: Stainless steel

Blocks: Garhauer, Ronstan, Schaefer and Seaway

Cleats: Horn

Boom crutch(es): Yes

Mast and rigging surveyed from deck level only.

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Unless otherwise specifically requested and provided for and noted in the survey report, this survey report is founded on a comprehensive inspection subject to the following listed exceptions: permanently attached bulkheads, ceilings, paneling and other portions of the vessel's structure are not opened up; permanently mounted machinery, tanks and equipment are not dismantled to expose portions of the vessel ordinarily concealed; propulsion machinery, auxiliaries, electrical and electronic circuits and equipment, tanks, tenders, plumbing systems and fittings, miscellaneous equipment, sails and rigging are not operated, sea trialed, tested or opened for internal examination; borings and nondestructive test procedures are not conducted to determine thickness or internal condition of structural members.

Included in the assessment of the values of the vessel is all that belongs to the vessel and may be presumed to be the property of the owner, including (but not limited to) the hull, machinery, equipment, sails and rigging, tenders, furnishings and all that is on board for the purpose of the use of the vessel, excepting only that which, in customary usage, is considered the personal property of the owner or crew or which is specifically excepted at the time of survey. The market value quoted is the best estimate of the price that a willing buyer would pay to a willing seller, both parties having reasonable access to the relevant facts, neither party under any compulsion to buy or sell, and under market conditions at the time and place of survey.

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