



R J Whitfield & Associates, Inc.

PO Box 692967, Stockton, CA 95269-2967
(800) 344-1838 (in Northern California) or (209) 956-8488 (Office)
(209) 406-9679 (Cellular)
888-296-1846 (FAX)
peggy@rjwsurvey.com (Email)

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

Survey #08/17-XXXX
40' Tollycraft
Survey performed for XXXX, owner,
with the vessel afloat,
on 8/30/2017



This report is the exclusive property of this company and the client whose name appears herewith and its use by any unauthorized persons is prohibited.

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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 and coastal waters).

VALUATION

OPINION OF FAIR MARKET VALUE: \$XX,XXX

With all deficiencies and non-routine maintenance corrected

REPLACEMENT VALUE: \$XXX,XXX

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 and values given by BUC, ABOS, PowerBoat Guide and NADA. The fair market value, unless otherwise stated, is based on BUC Condition Number 3 -- with the vessel requiring no additional work and normally equipped for her size. A copy of the worksheet used to calculate the fair market value is provided with the original report.

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)

MAIN ENGINE(S):

Alternator(s) approved type:

No protective screens sighted -- *ensure that the alternators are ignition protected type (per ABYC P-4.6.14.5).*

TANKAGE

FUEL TANK(S):

Shut off valve(s):

Manual -- valves at the tanks and at the manifold at the aft end of the engine space are frozen -- *correct, as required.*

LPG (PROPANE) TANK(S):

Remote shut off valve(s):

No -- *install a shut off for each propane appliance that can be activated within three seconds (recommend that shut off be a remote solenoid type) (per ABYC A-1.7.3 and NFPA 302 8.5.11.2).*

INTERIOR

INTERIOR:

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).*

DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

Life jacket(s):

No life jackets sighted -- *provide a minimum of one life jacket for each person on board (per USCG and state requirements).*

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

No copy of the Inland Navigational Rules was sighted -- *provide per CFR 88.05 Copy of Rules.*

Running lights:

The stern light is not operational -- *make operational as required.*

Anchor light:

The anchor light is not operational -- *make operational as required.*

ELECTRICAL SYSTEMS

12V SYSTEMS:

Batteries:

Two Group 29 and two 6V lead acid in the cockpit bilge -- not secured and no acid proof containment sighted -- *fit in acid proof battery boxes, equipped with vented lids, and secure so as to allow no movement.*

110V SYSTEMS:

Main breaker(s):

A main breaker has been installed; however, it is not within 10 feet of the shore power inlet -- *relocate to within 10 feet OR provide additional fuses or circuit breakers within 10 feet of the inlet (per ABYC E-11.10.2.8.3).*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

All currently certified:

No -- *have all fire fighting equipment currently certified (or replace) (per NFPA 10 and California State Fire Marshall).*

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)

HULL

HULL EXTERIOR:

NOTE:

Exterior port light frames are exhibiting corrosion -- *de-corrode and re-coat.*

MAIN DECK:

Davits:

Port side deck -- some rusting noted on the base plate -- *de-corrode and re-coat.*

MAIN ENGINE(S)

MAIN ENGINE(S):

Throttle and shift control(s):

Separate levers for each engine at both steering stations -- controls are stiff -- *recommend servicing/lubrication at both ends.*

Cooling system(s):

Heat exchanger cooled -- unable to remove caps at the expansion tanks -- *ensure that coolant level is good with a suitable mixture of anti-freeze.*

Oil level and condition:

Oil is dirty and appears to be low -- *recommend oil change and top up, as required.*

TRANSMISSION(S):

Coupler(s):

Couplers slightly rusty -- *recommend de-rusting.*

EXHAUST(S):

NOTE:

Inboard end of port exhaust system collector corroded -- *correct, as required.*

STEERING SYSTEM(S):

Mounting(s):

The bracket that supports the hydraulic cylinder in the cockpit bilge is corroding on the piece that bolts to the stringer -- *de-corrode.*

NOTE:

The portion that connects to the steering arm for the starboard rudder is slightly rusty -- *de-corrode.*

TANKAGE

FRESH WATER TANK(S):

NOTE:

Gate valves in the plumbing systems in the aft cabin and in the forward engine bilge are frozen -- *correct, as required.*

WATER HEATER(S):

Tank(s) condition:

Evidence of some tank leakage noted -- *investigate and repair, remove from service or replace, as/if required.*

AUXILIARY EQUIPMENT

SPECIAL EQUIPMENT:

Compass(es):

4" Ritchie on the flybridge and 4" Ritchie at the lower helm -- the fluid has leaked out of the compass on the flybridge -- *correct, as required.*

Spotlight(s):

Handheld -- unit not operational -- *correct as required.*

Windshield wiper(s):

Yes -- wipers not operational, blade missing from one, center wiper and motor missing -- *correct as required.*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

BILGE PUMPS:

Bilge pump(s):

One 500 GPH 12V centrifugal -- the intake is located in the forward engine bilge and the discharge is located in the hull side above the LWL and equipped with an automatic float switch -- float switch not operational

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

Through-hull(s):

Engine raw water intakes located in the engine bilge; piped with hose; bronze ball valves installed -- valves not operational -- *servicing or replacement required.*

NOTE:

No other below LWL through-hulls sighted from inside the vessel -- *recommend checking for any other below LWL through-hulls and existence and operational status of any associated sea valves.*

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:

Cabin (house) to deck joint:

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

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)

SURVEY INFORMATION

VESSEL INFORMATION:

Hull ID number verification attached:

The hull ID number was not found at the starboard aft corner of the transom but was taken from the registration -- *strongly recommend inscribing the hull ID number into the starboard aft corner of the transom for identification purposes.*

HULL

HULL EXTERIOR:

Hull cosmetics:

Hull cosmetics are in fair condition -- *recommend cut polishing (waxing) hull to preserve finish.*

MAIN DECK:

Cockpit drain(s):

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

BILGE SPACE(S):

Bilges accessible:

Not all bilge spaces are readily accessible -- *recommend providing easy access to all bilge spaces for inspection purposes.*

MAIN ENGINE(S)

MAIN ENGINE(S):

Distributor(s) approved type:

No, but this was not a requirement at the time of this vessel's manufacture -- *recommend replacement of the distributors with ones where the caps are gasketed and the use of tools is required for cap removal (per ABYC P-4.6.14.5).*

Drip pan(s) beneath engine(s):

No -- *recommend installation of drip pans or oil absorb pads.*

Stuffing box hose(s) double clamped:

Yes -- *recommend staggering clamp heads wherever double clamping is in place and clamp heads are lined up.*

TRANSMISSION(S):

Coupler(s) safety wired:

No -- *recommend safety wiring the couplers.*

GAUGES AND INSTRUMENTATION:

Synchronizer(s):

No -- *recommend provision of an engine synchronizer.*

EXHAUST(S):

Hose connections double clamped:

Yes -- *recommend staggering clamp heads wherever double clamping is in place and clamp heads are lined up.*

TANKAGE

FUEL TANK(S):

Tank(s) on flat surface:

Not sighted -- *recommend checking the tank installations to ensure there is adequate ventilation of the bottom surfaces in order to prevent corrosion and possible leakage.*

Inspection/cleaning access:

Limited -- per ABYC H24.10.3, tank connections and fittings shall be readily accessible, or accessible through an access panel, port or hatch -- *recommend providing easy access to tanks and connections for inspection purposes.*

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.*

FRESH WATER TANK(S):

Shut off valve(s):

Unknown -- *recommend ensuring existence and operational status if already in place; provide if no shut off(s) installed.*

Inspection/cleaning access:

Not sighted -- *recommend providing easy access to tank and connections for inspection purposes.*

WATER HEATER(S):

Drain fixture(s)/plug(s):

Yes -- *recommend plumbing the drain fixture overboard.*

LPG (PROPANE) TANK(S):

Fume detector(s):

No -- *recommend installation of an LPG fume detector.*

INTERIOR

INTERIOR:

Carbon monoxide detector(s):

No -- this vessel does have an enclosed accommodation compartment but no gasoline generator set nor inboard gasoline propulsion engine -- *recommend provision of a minimum of one marine grade (equipped with a self-wiping sensor) carbon monoxide detector.*

DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

Anchor(s):

No second anchoring system sighted -- *recommend provision of a secondary anchoring system of adequate size and with adequate rhode.*

Throwable device(s):

One Type IV life ring in cockpit in fair condition -- no heaving line sighted -- *recommend attachment of a heaving line or placement nearby.*

Flares (visual distress signals):

No -- *provide visual distress signals (unexpired flares) -- this is only mandatory if the vessel is operated outside of the Golden Gate.*

First aid kit(s):

None sighted -- *recommend provision of at least one first aid kit.*

ELECTRICAL SYSTEMS

12V SYSTEMS:

Anti-chafe protection:

Marginal -- *recommend increasing anti-chafe protection for wiring runs that are in contact with hard edges.*

BATTERY CHARGER(S):

Operation manual:

Not sighted -- *provide an operation manual for the battery charger (if not already on board).*

110V SYSTEMS:

Distribution panel(s):

Yes -- a breaker box is installed -- *ensure that the current rating of each breaker does not exceed the maximum current carrying capacity of the conductor being protected.*

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).*

INVERTER(S):

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-31.8.6.1).*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

Inspect annually

Annual external examination (physical condition of the extinguisher and the hanger [or bracket] and verification that the pressure gauge or indicator is in the operable range, at minimum) of all extinguishers is strongly recommended.

BILGE PUMPS:

Automatic float switch(es):

Only for one of the bilge pumps -- *recommend equipping all of the bilge pumps with automatic float switches.*

High bilge water alarm(s) installed:

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

NOTE:

Recommend evaluation of the bilge pumping system and upgrading, if required.

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

Through-hull(s):

Disused through-hull in the aft cabin bilge is equipped with a bronze ball valve that is in the closed position -- *recommend capping off the disused through-hull.*

Above LWL through-hull(s) condition:

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Some of the above LWL through-hulls are within six inches of the waterline -- *recommend fitting those through-hulls with sea valves.*

This vessel was manufactured prior to the enactment of some of the USCG (33 CFR) and state requirements, 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.: 08/17-XXXX
Date of Survey: 8/30/2017
Date of Report: 09/02/17
SCOPE OF SURVEY: This survey was performed at the request of the owner, who was present at the time of the survey, for purposes of insurance underwriting.
Intended Service: Pleasure
Waters to be Navigated: Protected
Where Vessel Can Be Surveyed: Tiki Lagun Marina, Stockton, CA
Person to contact & phone number: Mr. XXXX, owner, XXX-XXX-XXXX
Survey conducted with vessel: Afloat

CLIENT INFORMATION:

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

VESSEL INFORMATION:

Vessel Type: 1971 40' Tollycraft Royal Tri-cabin
Hull ID number: 409612
Hull ID number verification attached: The hull ID number was not found at the starboard aft corner of the transom but was taken from the registration -- *strongly recommend inscribing the hull ID number into the starboard aft corner of the transom for identification purposes.*



Registration No.: CF 6032 ES
Year Registered: Current
Registration sighted: Yes

HULL

HULL:

Manufacturer/Builder: Tollycraft Yacht Corporation, Kelso, WA
Year: 1971
Model: Royal Tri-cabin
Type: Motor yacht with flybridge
Construction material: Fiberglass
LOA: 40'2"
Beam: 13'4"
Loaded draft: 3'2"
Loaded freeboard: 3'9" to the bottom of the engine vents
Displacement: Unknown

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Last date of dry dock: Unknown

BOTTOM:

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

HULL EXTERIOR:

Construction material: Fiberglass
Stem: Flared
Cap rail(s): Mahogany
Rub rail: Aluminum trim
Transom: Slightly curved with fiberglass swim grid bolted on
Transom gate(s): Gate swings inward and is mechanically fastened.
Hull cosmetics: Hull cosmetics are in fair condition -- *recommend cut polishing (waxing) hull to preserve finish.*
NOTE: Exterior port light frames are exhibiting corrosion -- *de-corrode and re-coat.*

MAIN DECK:

Construction material: Fiberglass over plywood
Delamination(s): None found (by tap inspection)
Cockpit: Aft
Cabin (house): Sedan
Cabin (house) to deck joint: Molded -- minimal stress cracking noted -- *monitor gel coat cracking and repair if conditions worsen.*
Cabin access: Sliding doors on the port and starboard sides; door aft
Window(s): Fixed and sliding
Port(s)/port light(s): Opening
Joinery stress: None noted
Docking lines: Yes
Fenders: Yes
Bowsprit: Mahogany with anchor roller
Bow pulpit/rail: Stainless steel with side rails and mahogany cap rails
Bow rail fender holder(s): Yes
Stern pulpit/push pit: Cockpit coamings
Grab rail(s): Sides of flybridge
Toe rail(s): Molded in
Chocks and mooring cleats: Bollards with ears and horn mooring cleats
Cockpit drain(s): Yes -- no screens installed -- *recommend provision of screens to minimize the possibility of lost gear.*
Escape hatch(es): Forward cabin top
Davits: Port side deck -- some rusting noted on the base plate -- *de-corrode and re-coat.*



FLYBRIDGE:

Construction material: Fiberglass
Delamination(s): None found (by tap inspection)
Joinery stress: None noted

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Canvas: Full screening and awning -- less than 2 years old
Seat(s): Upholstered bucket seat at the helm -- portable chairs also
Storage: Beneath flybridge dash
Windshield: Acrylic wind screen
Side rails: Stainless steel
Refrigerator(s)/ice maker(s): Kenmore
Accessed by: Ladder from the upper deck

UPPER DECK:

Construction material: Fiberglass
Delamination(s): None found (by tap inspection)
Joinery stress: None noted
Canvas: Full screening and awning -- less than 2 years old
Seat(s): Portable
Side rails: Stainless steel with mahogany caps
Accessed by: Ladder from the cockpit

BILGE SPACE(S):

Engine room(s) and bilge(s) well kept: Yes -- bilges are clean and dry
Bilges accessible: Not all bilge spaces are readily accessible -- *recommend providing easy access to all bilge spaces for inspection purposes.*
Stringers: No deterioration noted by tap inspection (where accessible).
Bulkheads: No deterioration noted by tap inspection (where accessible).
Inside of transom: No deterioration noted by tap inspection (where accessible). Transom is foam cored.

MAIN ENGINE(S)

MAIN ENGINE(S):

Number of units: Two



Type: Inboard
Manufactured by: Chrysler
Serial number(s): Not sighted
Model number(s): Not sighted
Horsepower: 300 HP each
Number of cylinders: Eight each
Year: Original
Engine(s) location(s): Main bilge
Engine space hatch(es): In main saloon
Fuel type: Gas
Hoses and clamps: Serviceable
Belts and pulleys: Serviceable
Engine mounts and beds: Serviceable

Survey #08/17-XXXX - Mr. XXXX - 1971 40' Tollycraft Royal Tri-cabin

Throttle and shift control(s): Separate levers for each engine at both steering stations -- controls are stiff -- *recommend servicing/lubrication at both ends.*

Flame arrestor(s): Yes

Distributor(s) approved type: No, but this was not a requirement at the time of this vessel's manufacture -- *recommend replacement of the distributors with ones where the caps are gasketed and the use of tools is required for cap removal (per ABYC P-4.6.14.5).*

Alternator(s) approved type: No protective screens sighted -- *ensure that the alternators are ignition protected type (per ABYC P-4.6.14.5).*

Drip pan(s) beneath carburetor(s): Integral

Drip pan(s) beneath engine(s): No -- *recommend installation of drip pans or oil absorb pads.*

Cooling system(s): Heat exchanger cooled -- unable to remove caps at the expansion tanks -- *ensure that coolant level is good with a suitable mixture of anti-freeze.*

Oil level and condition: Oil is dirty and appears to be low -- *recommend oil change and top up, as required.*

Ventilation: Natural and blower

Insulation: Engine space fully insulated

Shaft wiper(s): Yes

Stuffing box(es): Serviceable

Stuffing box hose(s) double clamped: Yes -- *recommend staggering clamp heads wherever double clamping is in place and clamp heads are lined up.*

Fume detector(s): Safe-T-Alert SA-1

Accessibility: Good

Last major overhaul: Unknown but not all parts of the engines are original.

Engine(s) operated: Engines not operated for purposes of this survey.

TRANSMISSION(S):

Manufacturer: Velvet Drive

Serial number(s): Tags illegible

Model number(s): Tags illegible

Gear ratio: Unknown

Coupler(s): Couplers slightly rusty -- *recommend de-rusting.*



Coupler(s) safety wired: No -- *recommend safety wiring the couplers.*

GAUGES AND INSTRUMENTATION:

AMP: Yes -- two gauges -- at both steering stations

Hour meter(s): 0859.7

Oil pressure: Yes -- two gauges -- at both steering stations

RPM: Yes -- two gauges -- at both steering stations

Synchronizer(s): No -- *recommend provision of an engine synchronizer.*

Water temperature: Yes -- two gauges -- at both steering stations

Fuel: Yes -- two gauges -- at lower helm

EXHAUST(S):

Discharge location(s): Transom

Piping: Fiberglass and hose

Survey #08/17-XXXX - Mr. XXXX - 1971 40' Tollycraft Royal Tri-cabin

Hose connections double clamped:

Yes -- recommend staggering clamp heads wherever double clamping is in place and clamp heads are lined up.

Riser(s):

No leakage sighted

NOTE:

Inboard end of port exhaust system collector corroded -- correct, as required.



STEERING SYSTEM(S):

Number of steering stations:

Two



Steering station location(s):

Main saloon and flybridge

Type:

Hydraulic

Manufacturer:

SeaStar

Model number(s):

BA150-7TM

Mounting(s):

The bracket that supports the hydraulic cylinder in the cockpit bilge is corroding on the piece that bolts to the stringer -- *de-corrode*.



Rudder stock(s):

Visually sound

Packing gland(s):

No leakage noted

NOTE:

The portion that connects to the steering arm for the starboard rudder is slightly rusty -- *de-corrode*.



UNDERWATER APPENDAGES

PROPELLER(S):

Number of propellers: Underwater appendages not sighted.

TANKAGE

FUEL TANK(S):

Number of tanks: Two
Capacity: 440 USG total (reportedly)
Supply lines: Copper
Shut off valve(s): Manual -- valves at the tanks and at the manifold at the aft end of the engine space are frozen -- *correct, as required.*
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) on flat surface: Not sighted -- *recommend checking the tank installations to ensure there is adequate ventilation of the bottom surfaces in order to prevent corrosion and possible leakage.*
Tank(s) location(s): Port and starboard sides of the engine space
Inspection/cleaning access: Limited -- per ABYC H24.10.3, tank connections and fittings shall be readily accessible, or accessible through an access panel, port or hatch -- *recommend providing easy access to tanks and connections for inspection purposes.*
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 filter(s): Fram FBM1110-PLM

FRESH WATER TANK(S):

Number of tanks: Unknown
Capacity: 150 USG (reportedly)
Shut off valve(s): Unknown -- *recommend ensuring existence and operational status if already in place; provide if no shut off(s) installed.*
Filling line(s) located: Side deck
Tank(s) vented: Yes
Vent(s) location(s): Hull side
Tank(s) material: Not sighted
Tank(s) secured: Not sighted
Tank(s) location(s): Not sighted
Inspection/cleaning access: Not sighted -- *recommend providing easy access to tank and connections for inspection purposes.*
Tank(s) condition: Not sighted
Water pump(s): 12V
NOTE: Gate valves in the plumbing systems in the aft cabin and in the forward engine bilge are frozen -- *correct, as required.*



HOLDING TANK(S) (BLACK WATER):

Number of tanks: One
 Type(s) of marine sanitation device(s): Type III
 Capacity: Unknown
 Lines: Sanitation hose
 Shut off valve(s): Not at the tank -- there is a Y valve for overboard discharge after the macerator pump or for deck pump out
 Discharge line(s) located: Deck pump out or overboard
 Tank(s) vented: Yes
 Vent(s) location(s): Hull side
 Tank material: Aluminum
 Tank(s) secured: Yes
 Tank(s) location(s): Forward engine space
 Inspection/cleaning access: Fair
 Tank(s) condition: Visually good (where accessible)
 Macerator pump(s): 12V
 Waste treatment system(s) installed: No

WATER HEATER(S):

Number of heaters: One
 Manufactured by: Whirlpool
 Capacity: 12 USG
 How powered: 110V
 Supply lines: Copper
 Tank(s) secured: Yes
 Tank(s) location(s): Forward engine space
 Inspection/cleaning access: Good
 Tank(s) condition: Evidence of some tank leakage noted -- *investigate and repair, remove from service or replace, as/if required.*



Pressure relief valve(s): Yes
 Drain fixture(s)/plug(s): Yes -- *recommend plumbing the drain fixture overboard.*
 NOTE: Water heater is not original.

LPG (PROPANE) TANK(S):

Number of tanks: Two
 Secured: Yes
 Tank(s) location(s): Upper deck
 Fume detector(s): No -- recommend installation of an LPG fume detector.
 Tank(s) fitted with OPD valve(s): Yes
 Currently date qualified: Yes -- re-certified in 2006
 Regulator(s): Yes
 Remote shut off valve(s): No -- install a shut off for each propane appliance that can be activated within three seconds (recommend that shut off be a remote solenoid type) (per ABYC A-1.7.3 and NFPA 302 8.5.11.2).
 Inspection/cleaning access: Good
 Tank(s) condition: Visually good

Tankage only inspected visually, not pressure tested.

INTERIOR

INTERIOR:

Style:

Traditional



Berths:

Six



Curtains:

Yes -- cloth

Heating/Air conditioning:

DeLonghi portable heater/air conditioner

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):

No -- this vessel does have an enclosed accommodation compartment but no gasoline generator set nor onboard gasoline propulsion engine -- recommend provision of a minimum of one marine grade (equipped with a self-wiping sensor) carbon monoxide detector.

Flammable(s) stored inside cabin:

None sighted

Flooring:

Carpeting installed throughout.

Upholstery:

Cloth

Condition:

Interior is in good condition for its age.

Window leakage?:

No evidence sighted.

GALLEY:

Stove: Four burner LPG with oven -- overhead exhaust hood installed.



Refrigeration: Kenmore and separate Kenmore freezer

Water system: Pressurized hot and cold

Sink(s): Twin stainless steel

Storage: Good

Microwave: Emerson

HEAD(S):

Number of heads: Two



Toilet(s): Electric

Shower(s): Handheld in stall in the aft head



DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

Anchor(s): Approximately 35# Danforth type located at the bow with approximately 200 feet of 3/8" chain

No second anchoring system sighted -- *recommend provision of a secondary anchoring system of adequate size and with adequate rhyme.*

Anchor windlass: Lewmar 12V -- operational from remote control

Life jacket(s): No life jackets sighted -- *provide a minimum of one life jacket for each person on board (per USCG and state requirements).*

Throwable device(s): One Type IV life ring in cockpit in fair condition -- no heaving line sighted -- *recommend attachment of a heaving line or placement nearby.*

Bell(s): Yes

Horn(s): 12V

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Flares (visual distress signals): No -- provide visual distress signals (unexpired flares) -- this is only mandatory if the vessel is operated outside of the Golden Gate.

First aid kit(s): None sighted -- recommend provision of at least one first aid kit.

Inland Navigation Rule Book (12M-39'4" or longer): No copy of the Inland Navigational Rules was sighted -- provide per CFR 88.05 Copy of Rules.

USCG placards: Both USCG mandated placards are posted.

Running lights: The stern light is not operational -- make operational as required.

Anchor light: The anchor light is not operational -- make operational as required.

AUXILIARY EQUIPMENT

SPECIAL EQUIPMENT:

Boarding ladder(s): Yes -- hinged ladder bolted onto the swim grid

Compass(es): 4" Ritchie on the flybridge and 4" Ritchie at the lower helm -- the fluid has leaked out of the compass on the flybridge -- correct, as required.

Spotlight(s): Handheld -- unit not operational -- correct as required.

Charts: Delta map

Depth sounder(s): Standard Horizon

VHF radio(s): Shakespeare SE2001

Windshield wiper(s): Yes -- wipers not operational, blade missing from one, center wiper and motor missing -- correct as required.

Ship's clock(s): Yes

Barometer(s): Yes

Thermometer(s): Yes

Television(s): 28" INSIGNIA

Stereo(s): Sony CDX-M30 AM/FM/MP3/CD player with Sirius radio

Other: Sony stereo control on the flybridge
Sony CFD portable CD/radio/cassette

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

ELECTRICAL SYSTEMS

12V SYSTEMS:

Batteries: Three Group 29 lead acid stored in acid proof battery boxes in the engine space
One Group 29 lead acid stored in acid proof battery box in the forward cabin
Two Group 29 and two 6V lead acid in the cockpit bilge -- not secured and no acid proof containment sighted -- fit in acid proof battery boxes, equipped with vented lids, and secure so as to allow no movement.

Battery selector (on/off) switch: There is a battery selector switch for the batteries in the cockpit bilge but neither it nor the batteries are connected.

Distribution panel: Yes -- dash

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

12V wiring secured and loomed: Yes (where sighted)

Anti-chafe protection: Marginal -- recommend increasing anti-chafe protection for wiring runs that are in contact with hard edges.

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

BATTERY CHARGER(S):

Make: Xantrex TrueCharge 40+

Operation manual: Not sighted -- provide an operation manual for the battery charger (if not already on board).

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

Charger(s) in acceptable location(s): Yes

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NOTE: Lewco Silicon Diode 1220 automatic charger also in the forward end of the engine space

110V SYSTEMS:

Shore power inlet(s): One Marincos 30 AMP
Shore power cord(s): One 30 AMP
Main breaker(s): A main breaker has been installed; however, it is not within 10 feet of the shore power inlet -- relocate to within 10 feet OR provide additional fuses or circuit breakers within 10 feet of the inlet (per ABYC E-11.10.2.8.3).
Distribution panel(s): Yes -- a breaker box is installed -- ensure that the current rating of each breaker does not exceed the maximum current carrying capacity of the conductor being protected.
Reverse polarity indicator(s): Yes -- sonic polarity indicator -- one of the wires to the indicator is disconnected -- correct, as required.



GFCI protection: GFCI equipped 110V outlets have been installed.
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
Wire type: Marine grade

INVERTER(S):

Number of units: One
Year: Unknown
Manufacturer: Statpower PROwatt 800
Serial number(s): Not sighted
Model number(s): Not sighted
Input (volts/AMPs): 12V
Output (volts/AMPs/watts): 110V
Status indicator: Yes -- status panel installed as part of the inverter
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-31.8.6.1).
Location(s): Aft cabin locker
Accessibility: Fair

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

Portable fire extinguisher(s): One Type B:C Size I dry chemical A:B:C in cockpit -- this extinguisher was manufactured less than 12 years ago
Two Type B:C Size I dry chemical A:B:C on flybridge -- these extinguishers were manufactured 12 years ago (or more)
One Type B:C Size I dry chemical A:B:C in galley -- this extinguisher was manufactured less than 12 years ago
One Type B:C Size I dry chemical A:B:C at lower helm -- this extinguisher was manufactured 12 years ago (or more)

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Automatic fire quench system in engine space(s): One FE241 in the engine space with outdated certification tag.

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

Inspect annually *Annual external examination (physical condition of the extinguisher and the hanger [or bracket] and verification that the pressure gauge or indicator is in the operable range, at minimum) of all extinguishers is strongly recommended.*

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 500 GPH 12V centrifugal -- the intake is located in the cockpit bilge and the discharge is located in the transom above the LWL
One 500 GPH 12V centrifugal -- the intake is located in the aft cabin bilge and the discharge is located in the hull side above the LWL
One 500 GPH 12V centrifugal -- the intake is located in the forward engine bilge and the discharge is located in the hull side above the LWL and equipped with an automatic float switch -- float switch not operational

Pump(s) operational: Bilge pump motors powered up.

Automatic float switch(es): Only for one of the bilge pumps -- *recommend equipping all of the bilge pumps with automatic float switches.*

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

Shower sump pump(s): New 750 USG shower sump pump being installed

NOTE: *Recommend evaluation of the bilge pumping system and upgrading, if required.*

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

Through-hull(s): Engine raw water intakes located in the engine bilge; piped with hose; bronze ball valves installed -- valves not operational -- *servicing or replacement required.*
Disused through-hull in the aft cabin bilge is equipped with a bronze ball valve that is in the closed position -- *recommend capping off the disused through-hull.*

Below LWL hose connections: Hose connections have been double clamped.

Above LWL through-hull(s) condition: Some of the above LWL through-hulls are within six inches of the waterline -- *recommend fitting those through-hulls with sea valves.*

NOTE: No other below LWL through-hulls sighted from inside the vessel -- *recommend checking for any other below LWL through-hulls and existence and operational status of any associated sea valves.*

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.

Use of this survey report constitutes acceptance of the established and customary conditions and limitations described below. The survey report is made in good faith, without prejudice, and founded on the facts discovered and presented at the time of survey. This survey report is prepared for the exclusive use of the client whose name is on the cover page, and is not transferable to any other person or entity. The intended users of this report are the client and those lenders and underwriters who are considering financing or insuring this vessel for the client only.

Unless otherwise specifically requested and provided for and noted in the survey report, this survey report is founded on a comprehensive inspection, including percussion testing of the accessible portions of the hull and deck and including visual evaluation of the fluids, belts and hoses of the propulsion machinery (where accessible), 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.

The services rendered herein and the report furnished herewith are done with the distinct understanding that the undersigned, his agents or employees, are not responsible or liable under any circumstances whatsoever for any error, omission, negligence or failure to properly perform the requested services and that all matters and statements contained in this report are of opinion only. The undersigned certified that, to the best of our knowledge, the statements of fact contained in this report are true and correct. This survey report does not constitute a warranty nor a guarantee, either expressed or implied, and is the opinion of this surveyor based upon the observation of conditions and of items present at the time and on the day of the survey. No statement made herein or with services performed hereunder or work done in connection herewith shall be the basis for any claim, demand or action against the undersigned, his agents or employees. Limitation of liability is \$1,000 per occurrence for property damage and \$2,500 per occurrence for personal injuries or death.

