# *SALISH NAUTICAL SERVICES, INC.*

## Marine Surveyors

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# MARINE SURVEY REPORT FOR M/V WY KNOT

Prepared exclusively for Kylie Keller

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# INTRODUCTION

This survey report is for the benefit of Kylie Keller only and may not be resold or relied upon by any other person without written consent from Surveyor or the above beneficiary. This survey is personal and confidential to my above client and has no extended or implications if disposed of, used by, or sold to a third party for any purpose. This report is issued without prejudice. In our opinion, the report constitutes a statement of the condition of the vessel and her equipment at the time that the survey was carried out.

# SCOPE OF SURVEY

On 14 June 2016 at the request of Kylie Keller, our firm performed a pre-purchase survey of a 1970 Tollycraft. The vessel was inspected afloat and hauled for below waterline inspection. A sea trial was performed to check mechanical and navigation equipment. The vessel was located at La Conner Marina.

The purpose of the survey was to ascertain the overall condition of the vessel and to verify safety, navigation and other required equipment were present. The vessel was carefully examined and tested in the reasonably accessible areas of the hull exterior above the waterline. Main strength members, decks, bulkheads, partitions, overhead panels, engine compartment, exterior surfaces of tanks, void and storage areas, to include navigation equipment powered up, steering controls, propulsion controls, electrical and safety systems, firefighting equipment, galley equipment, heating system(s) air conditioning systems(s) (when present), heads, and cabin arrangements, by visual inspection, probing, hammering and power up. The vessel electrical systems were inspected where sighted without removal of panels. A full electrical inspection for this vessel is beyond the scope of this survey.

As far as could be determined at the time of this survey by the above methods of inspection, notwithstanding the exclusions listed and including normal wear and tear, this vessel appears to be in satisfactory structural and operational condition for its intended use as a recreational yacht in sheltered, inland waters when properly operated, equipped, maintained and the findings, deficiencies, observations, and recommendations are complied with.

# SURVEY STANDARDS

This survey was conducted using standards found in the U.S. Code of Federal Regulations and Amendments (CFR's) title 46 and 33 as applicable and as enforced by the U.S. Coast Guard, the American Boat and Yacht Council Standards (ABYC), National Fire Protection Association (NFPA) rules found in NFPA-302, Fire Protection Standards for Pleasure and Commercial Craft 2010 ed., Federal Communication (FCC) regulations, Environmental Protection Agency (EPA), and other Federal, State, and Local agency standards as appropriate which are named and specific references identified in this report

**Percussive Soundings:** This is a low-tech, high-skill process in which structural members of fiberglass are tapped with a hammer to determine their condition.
**Remarkable:** Noticeable.
**Unremarkable:** Un-noted, not noticeable.
**Fit for intended use:** Use for which intended.
**Good condition:** Nearly new with only minor cosmetic or structural discrepancies noted.
**Serviceable /Adequate/ In Good Order:** Sufficient for specific requirement.

**Powers up/ Powered up:** Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
**Operable:** Fit/operates. This does not refer that the operation of a system or component was completely tested, only that power was applied or the system activated
**FRP:** Fiberglass reinforced plastic

# VESSEL, VALUATION and CONDITION

The reported valuation below is the amount in U.S. dollars a willing, well informed buyer would pay a willing, well informed seller for the vessel in an open market, neither being compelled to buy or sell, given a reasonable time on the market. In determining the market value of a vessel, our office researches the websites of various yacht broker, listings, Soldboats.com, NADA, ABOS, BUC, and current market conditions, including the general condition of subject vessel.

Estimated current market value: $32,500.00 +/-5%. (Includes dinghy and outboard)

Replacement value with like used vessel: $45,000.00 +/-5%.

The replacement value with like used Vessel, is the value of this vessel with all significant findings and recommendations resolved in a satisfactory manner.

Replacement value with like new vessel $550,000.00 (EST)

The replacement value with like new Vessel, is the estimated cost to replace this vessel with a similar new vessel. In many cases, a particular model is no longer in production and the estimation is base upon similar vessels of like kind currently available.

The value indicated – "as is, where is ". Condition; AVERAGE (see notes below).

**Notes:** Condition-

**1.** Excellent (Bristol). Maintained in mint or Bristol fashion-usually better than factory new/and loaded with extras- a rarity.
**2.** Above Average Condition. Has had above average care and equipped with extra electrical and electronic gear.
**3.** Average. Materially ready for intended service or requiring some additional work and normally equipped for its size.
**4.** Fair. Requires significantly more than usual maintenance or repairs for intended use or sale.
**5.** Poor. Substantial yard work required and devoid of extras.
**6.** Restorable. Enough of hull and engine exist to restore the vessel to usable condition.

# PRE-PURCHASE SURVEY/CONDITION AND VALUATION

The survey was commissioned to determine the fair market value and condition of the vessel.

## BASIC VESSEL INFORMATION

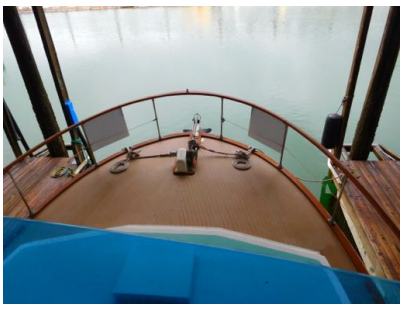
VESSEL NAME: ..... "WY KNOT"
MANUFACTURED BY: ..... Tollycraft Co.
YEAR: ..... 1970
HULL DESIGN: ..... Simi-displacement.
LOA: ..... 42'
Beam: ..... 13' 4"
Draft: ..... 3' 2"
DISPLACEMENT: ..... 30000 lbs.
CRUISING SPEED: ..... 8 kts.
MAX SPEED: ..... 10 kts.
HIN: ..... No HIN, pre 1972 vessel.
STATE REGISTRATION: ..... WN 2815 NA
U.S. DOCUMENT NUMBER: ..... N/A.
CLIENT NAME: ..... Kylie Keller
ADDRESS: ..... 6206 14th Ave NW. Apt #2
Seattle. WA.
PHONE #: ..... 206-478-4570
VESSEL INTENDED SERVICE: ..... Pleasure/Recreation.
WATERS TO BE NAVIGATED: ..... Underwriters discretion.
PURPOSE OF SURVEY: ..... Pre-purchase.
LOCATION OF SURVEY: ..... La Conner, WA.
VESSEL AFLOAT: ..... Yes.
HAULED OUT: ..... Yes.

# GENERAL DESCRIPTION

## Exterior description of hull and superstructure

The Tollycraft Tri-cabin 40 is a strong build cruising yacht. Built with a Plicor hull, which was only produced in 1970. It has an aft cabin with queen bed and private head and full shower. The solon in up with a galley and starboard side helm forward. There are doors on either side on cabin. Forward and down is the guest suite and head. On deck there is an aft deck with transom door to swimstep. The side decks are wide and lead forward to the bow deck where there is a windlass and anchor at the bow. From the aft deck a ladder goes up to the upper deck, which is large and has storage boxes and the dinghy is stowed on deck. There is a davit with an electric motor for launching dinghy. Steps allow access to the flybridge, which has a center helm and seating for four. There is a bimini top on the flybridge. Railings surround the side, upper deck and bow decks.

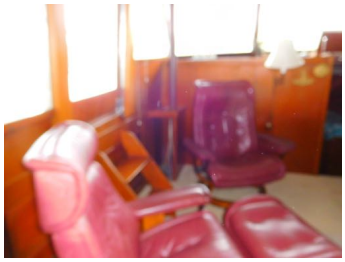


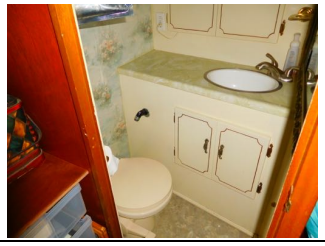
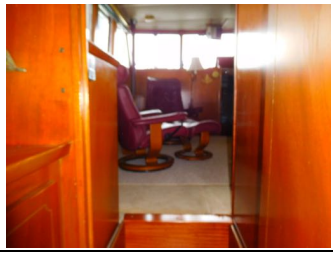


## Interior description

The interior is laid out with the master stateroom aft. There are lots of storage cabinets and drawers in the aft stateroom. There is a queen sized walk-around bed. The master stateroom has a private bath with full shower, forward to starboard. The main solon has a full galley aft to starboard. There are two chairs in the solon. The lower helm is forward to starboard. A navigation table is to port. The solon and aft stateroom have large side windows and there are sliding doors on both sides of the solon for accessing side decks. Forward and down is the guest stateroom in the bow. There is a head with hand wand for showering to port. A hanging locker is to starboard. The interior is finished in mahogany.



-HULL: Cored FRP hull. The "Plicor hull" is made by laying down the outer FRP hull in the mold followed by foam sections, then the inner hull is laid and glassed to the foam, the entire assembly is vacuumed to ensure resin is in contact with all surfaces, this process was used for the decks also, creating one of the strongest boats ever built, this process only lasted one year due to the cost. The hull was inspected visually, with hammer soundings and a moisture meter. Visually the outer finish is faded and due for a clean and wax. Three small gel-coat repairs were noted on the hull sides, which are in good order. The transom has had a previous repair, the outer fiberglass skin has been replaced above the swimstep. There are some minor nicks and scrape to hull, which are cosmetic. The hull below the waterline was found in good condition and is painted with anti-fouling paint. Hammer sounding were unremarkable on the hull sides and bottom, the transom had soundings around bracket for swimstep that sounded remarkable and moisture meter readings of the area indicated possible moisture in core material. This cannot be positively determined without destructive testing, which would be taking a core sample by drilling. The transom is in serviceable condition as is.

-RUDDERS: The rudders were inspected for condition and mounting. The rudders are bronze castings with stainless steel shafts. Both rudders are in good condition. The bushings for the shafts have some wear, worst on the port rudder. The bushings should be repaired in the near future. The packing gland seals on the rudder shaft through-hulls need adjustment or replaced.

-DECKING: Cored FRP decks with molded wood grain finish. Decks were inspected visually, with hammer soundings and a moisture meter. Visually the decks have minor nicks in various areas. On the upper deck, at the top of ladder, there are cracks in the gel-coat, which should be repaired. Other areas have had small repairs to the surface. Hammer soundings of decks were unremarkable as were moisture readings. Drains for hatches in aft deck need cleaned.

-DECKHOUSE: The house was inspected visually for condition and found in good order. The windows of cabin are in good condition, but will need sealant replaced to insure water does not get in vessel.

-BULKHEADS AND CEILINGS: Bulkheads were found in good condition and secured to the hull. Ceilings are covered with headliner and are in good condition, but need cleaning.

-RAILINGS: The railing system was inspected and the side decks rails on the port side are loose at the bases. Some of the stanchions have loose set screws which secure stanchions in their base, these need to be tightened.

-MAST: There is an aluminum mast on the upper aft deck for the radar antenna and anchor light. This mast is in good condition. There is an aluminum davit mounted on the port side of the upper deck for launching the dinghy, which is mounted on the deck. The davit is secure and in good order.

-WINCH: The davit has an 12-volt electric winch for lifting the dinghy. It is in operable condition. The wiring to the winch needs to be inspected to ensure it has proper over-current protection (fuse).

# Propulsion machinery

-ENGINE(S): Twin, Detroit 6V-53 diesel engines have been installed in the vessel. The engines were inspected visually and operated. Visually the engines are in clean condition, no major oil or coolant leaks sighted. Components on the exterior of engines are in good condition. Both engines operated within normal parameters during sea-trial. At WOT the port engine reached 2000 RPM and the starboard engine reached 2200 RPM, rated RPM at WOT is 2800. The mounts and stringers for each engine were inspected and found in good condition. Some rust sighted on starboard engine forward mount. The oil and coolant levels were found full and clean. Engines have 4250 hour reported operating time. The meter for the starboard engine showed 3455.4 hrs and the meter for port engine showed 802.7 hrs. Accuracy of meters is unknown.

-RATED HORSE POWER: 160 HP each engine.

-FUEL TYPE: Diesel.

-FUEL LINES: Fuel lines were inspected for condition. Fuel lines are copper tube or rubber hose. All hoses are in good condition and are properly rated.

-FUEL FILTER/WATER SEPARATORS: Both engines have spin-on fuel filters and water separators. All are securely mounted and in good condition.

-OIL COOLER: Internal to engine. The transmissions have oil coolers installed on the engines, both are in good order.

-ENGINE COOLING SYSTEM: The cooling systems were inspected visually and with heat gun during operation and found in good condition. There are a couple of hose clamps on the port engine cooling system which are not

properly installed, One clamp at the aft water pump is at an angle and one clamp on hose on rear of engine is not on hose properly.

-ENGINE COMPARTMENT VENTILATION AND BLOWER: The engine compartment is naturally ventilated. There is a blower installed at the aft port side of engine room, which is not connected. There are switches at the helm for two blowers.
-ALTERNATOR: Each engine has an alternator, both are secure and belts are in good condition.

-ENGINE EXHAUST SYSTEM: Wet exhaust system on each engine. The exhaust systems were inspected for condition. Manifolds, hoses and mufflers are in good condition. Some hose clamps on exhaust system are corroded.

-SEA STRAINER: Each engine has a sea strainer located aft of engines. Strainers are in good condition. There are gate valves on the through hulls for the raw water system. Valves turn freely, but it is recommended they be changed to ball valve style seacocks.

-FLAME ARRESTOR: N/A.

-CONTROL SYSTEM: Morse controls from each helm. Controls and cables are in good condition.

-TRANSMISSION: Borg Warner, velvet drive transmissions. Both are securely mounted and operated normally during sea-trials. Flange bolts to shaft couplers do not have lock washers.

-PROPELLER: Two bronze propellers, Port; 20LH18. Starboard; 20RH18. Both propellers are secure on their shafts and no damage was sighted to blades. The nuts securing the propellers are installed backwards.

-SHAFTS: Stainless steel propeller shafts. The alignment on each shaft through the hull is good and the cutlass bearings are in good condition. Shaft through hull stuffing box needs adjusted on starboard propeller shaft, leaked excessively during sea-trails. Clamps on both hoses for shaft seals are corroded and hoses are old.

-STRUTS: Each shaft is supported by a bronze strut aft and a mid strut forward. The struts are securely attached to the hull of vessel and in good order.

# Steering system

-WHEEL: Morse steering from dual helms. Cable steering system with lever at lower helm for selecting helm position. Steering was normal from each helm. The upper helm wheel has some play, and rigging for cable system should be checked.

# Through hull fittings at or below the waterline

-THROUGH-HULL FITTINGS: Bronze through hulls are used, each fitting below the waterline has a seacock of valve. Seacock for the generator is corroded and the handle is missing. The valves for the main engine sea strainers are gate valve type and it is recommended they be changed to ball valve type. All valves below waterline should have wooden plugs that are accessible in an emergency.

# Tankage and piping

-FUEL SYSTEM: 400-gallons in five tanks. There are main tanks mounted outboard of the engines and two tanks mounted on the outer sides of the aft end of vessel. The tanks were inspected for condition, mounting and hose connections. The port side main tank is steel, it has corrosion on its exterior, not much of the tank can be

sighted, no leaks were noted. The starboard side main tank has been replaced with two aluminum tanks, which are piped together. Aft tanks, mounted in the lazerett, the port side tank has been replaced with an aluminum tank. There were absorbent pads under valving for this tank, which had fuel soaked in them, indicating a leak in the fuel system plumbing. The starboard side aft tank is steel and has external corrosion visible. Mounting of all tanks was checked and the starboard aft tank mount was sighted with loose screws. There was a fuel sheen sighted in the bilge water of aft bilge, source of fuel is unknown, starboard aft fuel tank is suspect. There is a fuel transfer system, which included 12-volt pumps and valving.

-FRESH WATER SYSTEM: 225-gallons of water stored in two poly tanks, one is mounted under the master bed and the other is mounted in port side cabinetry. Tanks are securely mounted and in good condition. Plumbing for water system is in good order. 12-volt water pump is mounted aft of water heater in engine room. Wiring for pump has wire-nuts.

-HOT WATER TANK: Torrid, 15-gallon hot water heater mounted in the port forward end of engine room. Water heater is in newer condition, securely mounted. Operates on 110-volt A/C or engine heat. Plumbing for system is in good order.

-WASTE SYSTEM: 40-gallon poly waste tank mounted in bilge are of engine room. System has been upgraded to a Vacu-Flush system.

-PROPANE: LPG tanks are located in locker on upper aft deck. They serve the galley stove. There is a remote shut off at the stove and system has required regulator, gage and shut off valve. System was leak checked and passed.

# Electrical systems

-D/C: The main electrical panel is behind lower helm console panel, it has fuse holders. Switches on the helm panels control circuits. This is an old wiring system and has many issues that should be upgraded and corrected. There is wiring directly to all the batteries, which do not have over-current protection. There were wire nuts sighted on wiring, wiring with bare ends wrapped together and wiring hanging unsecured. Terminal blocks with too many connections on one post. Wiring at fuse panel that has no over-current protection. Sighted household extension cords, which were used for wiring. Recommend the vessel have a thorough electrical survey done and a plan made to upgrade electrical system to current standards.

-A/C: The main A/C panel is located at the lower helm. The panels are older household circuit breaker style, these are out dated and there is no reverse polarity indicator. Polarity was checked while connected to the shore power and found to be correct. The polarity was checked with generator running and found with reverse polarity at all outlets. There are no GFI outlets in system. Sighted A/C connections, which were not in junction boxes, loose junction boxes and some without covers. Recommend vessel have electrical survey done and plan made to upgrade A/C systems.

-GEN/SET: Northern Lights 4KW generator. 1648.9 hours. Generator is mounted on the starboard side in the aft lazerett. The generator was inspected for condition visually and mounting. The generator was operated and found that it ran good, but generator output had reverse polarity. The aft wooded board supporting the generator is split. The exhaust system for the generator only has one hose clamp at hose connections, required to have two 1/2" stainless steel clamps at each connection. The seacock for raw water through hull is corroded and handle is broken off. Sea strainer is loose.

-INVERTER: None.

-BATTERIES: Two 12- volt lead acid 8D batteries for starting and house bank. Batteries are not secured and wiring to batteries has no over-current protection. Electrolyte is low in both batteries. Age of batteries is unknown. 12-volt battery for generator starting, battery is secure and covered. Generator battery has wing-nuts on connections and wiring with no over-current protection.

-BATTERY CHARGER: Master Volt, MASS 12/18 charger mounted on bulkhead of engine room. Charger is in good order and functions.

-BONDING SYSTEM: Bonding system inspected. Bonding system corroded and under sized wiring. Complete system needs rewired.

-CATHODE PROTECTION: Zincs for rudder, propeller shafts and transom divers dream for bonding system. All zincs are in good condition.

-LIGHTING PROTECTION: None.

# Electronic comm/navigation equipment

-COMPASS: Danforth compasses at both helms, both are in good condition. No deviation cards sighted.

-DEPTH SOUNDER: Ray Jefferson depth sounder at lower helm, does not function. Interphase depth sounder at upper helm, functions.

-VHF RADIO: Apelco VXL 7000 VHF at lower helm, functios. Shakespear SE200 at upper helm, does not function.

-GPS/CHART PLOTTER: None.

-RADAR: Raymarine R-20, functions.

-AUTOPILOT: Cetrek autopilot at both helms, both function.

-NAVIGATION LIGHTS: Navigation lights function.

# Galley and domestic equipment

-COOKING: LPG stove with oven. Knobs are not labeled.

-REFRIGERATOR: Norcold refrigerator with freezer, functions. Freezer, on upper deck, functions.

-GALLEY SINK: Double sink with pressure hot and cold water.

-PRESSURE WATER SYSTEM: 12-volt pump.

-WASTE DISPOSAL: Trash can.

-HEADS: Both heads have VacuFlush toilets.

-SHOWER: Full stand up shower in aft head with sump drain. Hand wand in forward head.

-HEATING SYSTEM: Two 110-volt electric heaters, one in aft cabin, one in forward cabin, both function.

# Ground tackle

-ANCHOR: 20 kg Bruce style anchor with 3/8" chain.

-WINDLASS: Ideal windlass mounted on bow deck, functions.

# Fire extinguishing system

-EXTINGUISHERS: There are three size II, type B:C and one size I, type B:C hand held fire extinguishers on vessel. Extinguishers are not mounted as required and are old. Recommend purchasing new fire extinguishers and mounting in locations near exits.

# Dewatering system

-BILGE PUMP(s): Three Rule bilge pumps with float switches, all function. Bilge pumps are wired so that switches must be on to arm float switches. Float switches should be wired directly to a battery, so that they function if water rises in bilge automatically. Switches should be wire to power up bilge pumps manually through switch.

# Life saving & safety equipment

-HORN: Electric air horn. Functions from upper helm, did not function from lower helm.

-BELL: Yes.

-LIFE JACKETS (PFD): Not sighted. Required for all persons on vessel.

-MOB/LIFE SLING/RING BUOY RETRIEVAL SYSTEM: Life ring mounted on aft deck rail.

-FLARES: Yes, expired dated. Purchase new flare kit.

-SAFETY RAILINGS: Yes.

- RE-BOARDING MEANS: Yes.

-CARBON MONOXIDE/SMOKE DETECTORS: Yes, there are two, one in aft stateroom and one in guest stateroom. Both did not test.

-FIRST AID KIT: Yes.

# Placards and labels

-OIL POLLUTION PLACARD: Yes.

-WASTE PLACARD: N/A.

# DINGHY AND OUTBOARD

-DINGHY: 2013 West Marine, model PVC RIB 350. HIN# WNPWN003L213. Hard bottom rib with inflatable tubes. Fair condition.

-OUTBOARD: 9,9 MERCURY, model 1F10311FK. S/N OR345539. Visually in good condition. Engine was not operated during survey.

# FINDINGS AND DEFICIENCIES

**NOTE:** All safety equipment aboard this vessel, including VHF Channel 16, fire extinguishers, flares and PFD's, have been checked and deficiencies noted. New NFPA (National Fire Protection Association) or ABYC (American Boating and Yacht Council) standards may have gone into effect since this vessel was built. We have noted these standards where they apply to the safety of the vessel and its occupants. While NFPA or ABYC standards are not always retroactive, except where there is a distinct hazard to life or property, this firm suggests their compliance for safety reasons. All **CFR (Code of Federal Regulations) and 72 COLREGS (Navigation Rules) quoted herein are mandatory for correction.**

# REQUIRED FOR SAFETY REASONS

1. Seacock for generator raw water is corroded and handle is missing. Replace seacock when vessel is hauled out.
2. Wiring on all batteries must have over-current protection within seven inches of connection to batteries. Install properly rated fuses for each circuit connected to batteries. Only the wiring for engine starters can be connected without over-current protection. Ref: ABYC E-11.
3. Generator is putting out reverse polarity. System needs inspected and corrected. Ref: ABYC E-11.
4. No GFI outlets in vessel. Install GFI outlets in galley and heads. Ref; ABYC E-11.
5. Generator exhaust has only one clamps on exhaust hose connections, required to have two ½" stainless steel clamps at each hose connection. Ref: ABYC P-1.
6. Sea strainer for the generator is loose. Secure sea strainer to transom.
7. Main engine and house batteries need to be secured. Install blocking so batteries can not move. Ref: ABYC E-10.
8. Battery for the generator has wing-nuts on connections, required to have nuts. Install stainless nuts to replace wing-nuts.
9. Hand held fire extinguishers are old and not in required brackets. Purchase new fire extinguishers and mount in locations near exits. Ref: ABYC A-4.
10. Horn does not function from lower helm position. Trouble shoot and repair.
11. Flares on vessel are out of date. Purchase new fare kit.
12. Smoke detectors did not test. Install new batteries or replace units.

# RECOMMENDED REPAIRS

1. Rudder shaft bushings have some wear, although not excessive it is recommended they be repaired in the near future.
2. Rudder shaft packing glands need adjusted or replaced, port shaft seal leaking.
3. Cracks in upper deck near ladder should be repaired. Repair cracks so water cannot get into deck.
4. Drains for aft deck hatches need to be cleaned out.

5. Railings on the port side are loose at the bases. Remove railing, re-caulk bases and reinstall. Set screws in some bases, which secure stanchions are loose. Tighten set screws.
6. Inspect wiring for davit winch to ensure it has proper over-current protection (fuse).
7. Hose clamps on port engine cooling system are not correctly installed. Position clamps correcting on hoses.
8. Corroded hose clamps sighted on both engine exhaust systems. Replace corroded clamps with ½" stainless steel hose clamps, each hose is required to have two clamps at each connection.
9. Flange bolts for transmission to the propeller shaft couplers do not have lock washers. Install lock washers on bolts or install Nylock nuts.
10. Nuts securing propellers are not installed correctly. SEA J755 requires small nut installed against the propeller with larger nut last. Repair at next haul out.
11. Starboard propeller shaft seal leaks excessivly. Adjust packing gland.
12. Clamps on propeller shaft through hull stuffing boxes are corroded and hoses are old. Recommend replacing hoses and clamps at next haul out.
13. Upper steering has excessive play in wheel, inspect cable steering and correct. Helm steering selector cable should be inspected and adjusted as required.
14. Both engines have gate valves on raw water intake at through hulls. Recommend changing gate valves with seacocks with ball valves.
15. All through hulls below the waterline should have a wooded plug accessible in case of an emergency.
16. Port main and starboard aft fuel tanks are corroded on the exterior. Tanks need to be monitored for leakage. They may need replacement in near future.
17. Port aft fuel tank mount is loose. Tighten screws securing brace for tank.
18. Wiring to the fresh water pressure pump has wire nuts at wire connections. Remove wire nuts and install crimp connectors.
19. Recommend an electrical survey of vessel wiring systems to determine upgrades needed to bring electrical system to current standards. Main panels are older for both D/C and A/C systems.
20. Board supporting generator is split. Repair as required to support generator.
21. Electrolyte in starter and house batteries is low. Add water to batteries.
22. Ray Jefferson depth sounder did not function. Troubleshoot and repair or replace.
23. Shakespear VHF radio did not function. Troubleshoot and repair or replace.
24. Bonding system connections corroded and wiring is under sized. Upgrade wiring for bonding system.

# CERTIFICATION OF REPORT

In accordance with the request for the marine survey of " WY KNOT", for the purpose of evaluating its present condition and estimating its fair market value and replacement cost, I hereby submit my conclusion based upon the preceding report. The subject vessel was inspected by the undersigned on 14 Jun 2016 and was found to be well constructed and maintained. This vessel is in average condition for her age and model, it has been well outfitted and is found suitable for its intended purpose. Safety items listed should be corrected immediately; recommended items should be corrected as soon as possible.

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is subject of this report, and I have no personal bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined 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 should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report submitted without prejudice and for the benefit of whom it may concern, this report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of this vessel. It is a statement of the condition of the vessel at the time of survey only.

I certify that, to the best of my knowledge and belief:

**ATTENDING SURVEYOR: STEVE HAYES SAMS, AMS® Member of SAMS in good standing.**

**SIGNATURE:** 

MEMBER ABYC Setting Standards for Safer Boating

SOCIETY OF ACCREDITED MARINE SURVEYORS

This survey report represents the condition of the vessel as inspected by the undersigned surveyor on the date of survey. This survey makes no representation and does not purport to describe any condition which may have changed since the date of the survey, and recommendations herein are limited to those that, in the opinion of

this surveyor, are reasonable, necessary and appropriate, based upon the conditions and circumstances, as they existed at the time of survey.

Unless otherwise specifically requested and provided for and noted in the survey report, this survey is founded on a comprehensive inspection subject to the following listed exceptions.

- If this survey does not discuss a specific item, equipment or machinery, it is not covered by the survey.
- Permanently mounted bulkheads, ceilings, paneling and other portions of the vessel's structure are not opened.
- Permanently mounted machinery, tanks, and equipment are not dismantled to expose portions of the vessel ordinarily concealed.
- Propulsion mounted machinery, auxiliaries. Electrical and electronic circuits and equipment, tanks, tenders, plumbing systems and fittings, miscellaneous equipment, sails and rigging are not analyzed, traced, tested, or opened for internal condition.
- Borings and non-destructive test procedures are not conducted to determine thickness or internal condition of structural members.

No determination of stability characteristics is made and no opinion is expressed.

Included in the assessment of 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 onboard for the purpose of the use of the vessel, excepting only which, in customary usage, is considered personal property of the owner or crew or which specifically is excepted at the time of the survey. The market value quoted is the best estimate of the price a willing buyer would pay 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 the survey.

**END**