



PACIFIC RIM MARINE SURVEYORS

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II SURVEY FIELD REPORT

2/1/08

Survey Date: 1/31/08 **File Number:** 0801011

To: Jack Hinshaw
Address: 6234-138th Avenue No. 193
City: Redmond, WA 98052
Telephone: 425-503-1900, nwd@nwdir.com

Reference: Condition, Valuation and Suitability for Service
Requested by: Jack Hinshaw representing NWDIR.COM LLC

Vessel's Name: *MY Endeavor ex: MI PARAMOUR*
Type: 45' fiberglass twin diesel tri-cabin
Documentation: 921573
Hull Number: HPK45107H88

Owner: Reported ward of the State and to be sold

Survey Location: Marine Servicenter, Anacortes, WA
Attending: David L. Jackson

Gross Tons: 29 **Net Tons:** 26 **Registered Length:** 45' **Breadth:** 15.2' **Depth:** 8.7'

LOA: 45' **LWL:** 42' **Beam:** 15' 3" **Draft:** 4' **Displacement:** 24,000#

Builder: Prima Yachts Inc., Kaohsiung Taiwan **Year Built:** 1988

Vessel to be used for: Recreation **Overall Condition:** Sound

General Maintenance: Good **Housekeeping:** Clean

Estimated Fair Market Value: \$150,000 **Estimated Replacement Value:** \$580,000

Scope of Survey: This vessel was surveyed at the request of the prospective owner's agent while hauled on blocks. 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 at time of survey. The survey of the vessel was conducted by hammer sounding and visual inspection of the hull underbody and topsides including the stem, stern and the super structure of deck and cabin. Also inspected were the rudders, propellers, exposed propeller shafting, thru-hulls, transducers and all related equipment.

During the interior portion of the survey all loose floorboards were lifted, drawers removed, lockers opened, and these interior spaces inspected. Any and all accessible areas were inspected, except for the purpose of this survey, no fixed joiner work or interior ceiling was removed. No disassembly was done of engines or equipment. Areas under engines and behind tanks were not sighted. The inspection of engines, machinery, tankage, electrical and other equipment was limited to what could be observed and the internal condition was not determined. The hull, engines, fuel system and related equipment were inspected for leaks and condition.

GENERAL DESCRIPTION

The *MI PARAMOUR* is a 45' fiberglass twin diesel tri-cabin built by Prima Yachts Inc., of Kaohsiung, Taiwan in 1988. The hull has a raked bow with overhanging bow pulpit, rounded forefoot, 2/3rds skeg keel and broad high transom stern. The hull sections have moderate deadrise, two lifting strakes per side and a spray rail molded into the hard chines. The topsides are flared bow to stern and have a raised sheer strake giving some definition to an otherwise fairly straight sheer. Aft of the transom is a fiberglass swimstep and mounted to the swimstep is a stainless steel (SS) davit for the shoreboat- see recommendation. To starboard of the centerline is a ladder up the transom to the raised aft deck. In the middle of the upper transom is an emergency escape hatch for the aft cabin.

The aft deck is sheltered with a fiberglass hard top and enclosed with canvas curtains above fiberglass weather-cloths. Forward against the house are steps up to a low door and hatch to the flying bridge and to starboard- a door to the interior. An L-shaped settee is aft to port of the transom steps and along the port side of the back deck. Forward on both sides are canvas doors to the side decks. The side decks are two steps down from the aft deck and go around the house and forward trunk cabin to a short foredeck. Forward on the cabintop is an emergency escape hatch for the forward cabin. The anchor windlass is on the foredeck with chain leading to the anchor in the bow roller- see note in General Conditions. At the deck edges are lifelines and railings. Additional handrails are along the cabin sides. The flying bridge has bulwarks and venturi forward and on the sides with settees to starboard and aft on the port side and a center console with helm above, and molded-in seat forward. A raised swivel seat is aft of the console facing wheel steering, compass, limited electronics, engine gauges and controls.

The hull interior from forward has a chain locker then forward cabin. The cabin has a raised double bed on the centerline, steps up to the berth up the sides of the narrowing hull, a hanging locker aft to port and an enclosed head and shower aft to starboard. Aft to port of the centerline is a door to the galley and mess. The galley has a U-shaped galley set to starboard with sinks outboard, stoves and refrigeration aft. Across to port is a raised dinette with a serving counter aft to the main cabin and steps to the upper cabin inboard. The steps lift to access a door to the engine room tucked under the main cabin sole.

The engine room has a central passageway, engines each side and fuel tanks outboard. The auxiliary generator is aft of the starboard engine. The fuel manifold and hotwater tank are aft of the port engine. Batteries are forward of the port engine and inboard of the generator.

The lower helm is forward to starboard in the main cabin with wheel steering, compass, expanded electronics, engine gauges and controls. AC and DC electrical panels are forward to starboard below the helm console. Aft of the helm is a raised swivel seat. Other main cabin

furnishings are two leather covered loveseats and one matching overstuffed chair. Aft to starboard are steps up to the aft deck door. Inboard are steps down to a landing then door to the aft cabin. The aft cabin has a double bed aft on the centerline and walkways forward and sides. Along the starboard side are lockers and drawers. A vanity is aft to port with enclosed had and shower forward to port. With the mattress off the bed, panels can be lifted to access steering gear and trim tab pump. The water tank fills the rest of the space below the berth.

BILGE

Access: Limited **Limbered:** No watertight bulkheads each end of engine room

Blowers: Working **Fuel:** None **Debris:** Slight

Water: Slight **Oil:** Slight see note in General Conditions and recommendation

HULL STRUCTURE

Material: Molded fiberglass (FRP)

Bottom Condition: Fair to the eye and sound, with no osmotic blisters sighted

Topside Finish: Gel coat **Condition:** Good, slight wear and tear

Rub Rails: 3/4" x 2" hard black rubber

Hull to Deck Joints: Mechanically fastened vertical overlap

Decks: Cored FRP **Condition:** Good, wear tear excepted

Bulkheads: 1/2" and 3/4" plywood glassed to hull

Cabin Exterior: Cored FRP **Condition:** Good

Lifelines: Stainless steel (SS) railings and handrails

FITTINGS & EQUIPMENT

Deck Hardware: Appropriate in size and placement

Steering Gear: Dual station hydraulic

Ground Tackle: Estimate 45# SS Danforth type, 250' 3/8" chain, 12# Danforth

Anchor Windlass: Maxwell Nilsson 12V DC

Covers & Awnings: Flying bridge instrument cover, aft deck enclosure

Auto Pilot: Cetrek Pilot 730 with repeater on flying bridge **Radar:** Raytheon R21
Depth Finder: Datamarine Dart, Datamarine digital **Compass:** Two 3" Ritchie
Chart: Datamarine Chart Link LCD XT **Loran:** Datamarine Dart 2550
Engine Controls: Morse Marine sheathed cable **Log:** Datamarine digital
Engine Gauges: Tachs, oil pressure, water temperature, voltmeter, ammeter, fuel
Running Lights: Stern light- not working see recommendation **Anchor Light:** Working
Flares: Not sighted- see recommendation **Horn:** Mounted, not tested
Life Jackets: Three Type II adult
Life Rings: 24" ring with retrieving line
Shoreboats: None aboard at survey
Toilet: Two 12V with Y valve and holding tank

GALLEY

Make & Type of Stove: Princess three- burner electric stove with oven, Litton microwave
Hot Water: Raritan 20- gallon 120V AC & off engine **Refrigeration:** Tundra AC/DC
Sink: Double stainless steel **Water:** Pressure hot & cold
Galley Equipment: Adequate

FIRE FIGHTING EQUIPMENT

Portable Extinguishers:

<u>Type</u>	<u>Location</u>	<u>Condition</u>	<u>Date of Inspection</u>	<u>Notes</u>
B I	Main cabin	Charged	6/95	
B I	Main cabin	Charged	6/97	
B I	Main cabin	Charged	None	
B I	Forward cabin	Charged	None	
B I	Aft cabin	Charged	None	

Stuffing Boxes: Bronze flax packed

Propeller Shafts: 2" SS

Propellers: 26 x26 three bladed bronze

Propeller Protection: None

Bearings: Cutlass **Condition:** See note in General Conditions **Struts:** I-section welded SS

Thru Hull Fittings: Bronze with seacocks see recommendation **Trim Tabs:** Bennett

Rudders: 5/16" x 15" x 22" welded SS on 2" SS stock

Bilge Pumps: Three 12V with float switches

Pumps: Engine water, fresh water, shower sump, macerator

Cabin Heat: Webasto diesel hydronic furnace, see note in General Conditions

ELECTRICAL SYSTEM

Auxiliary Generator: Three- cylinder 8 kW Onan

Serial #: K860853185

Model: 8.0MDKD 3CR/26501B

Generator Hrs.: 0318.0

Batteries: Six 6V, three 12V, one 4D, two 8D

Inverter: Heart Freedom 25

Battery Installation: Boxed, covered

Main Disconnect: Three vapor tight

Lighting System: 12V DC, 120V AC

Wiring: Stranded copper

Switchboard: Circuit breakers AC & DC, fuses DC

Connections: Crimp

Battery Charger: Inverter, engine alternators

Shore Power: Hubbell 30 amp

Sacrificial Zincs: Each, shaft, trim tab, two plates on transom

Bonding System: To major metals

Shaft Wipers: To bonding system

GENERAL CONDITIONS

This vessel presents the appearance of a well-designed and constructed fiberglass vessel in good condition. Workmanship and maintenance performed by the owner appears to be in keeping with accepted marine practice. House keeping is good.

Externally where visible all surfaces are well preserved and in good order, exceptions noted in the recommendations section of this report. Examination of the hull above the waterline on each side as well as decks, bulwarks and superstructure are void of wastage, gelcoat cracking or damage, wear and tear excepted. Wear and tear includes-

a. The **bow roller** is a separate fiberglass part bolted through the deck and cantilevered over the bow. Water droplets were noted at the underside of the bolts for the bow roller and

foredeck cleats. A three square foot area of soft core was noted on the foredeck in the bow around these bolts.

- b. Aft of the transom is a fiberglass swimstep and mounted to the swimstep is a stainless steel davit for the shoreboat. The davit is not supported back to the hull and the swimstep is deflected down a 1" at the inboard davit arm.
- c. Cracking and delamination noted on both corners of the swimstep.
- d. 1/8" x 1/8" x 1-3/4" gelcoat gouge in the boot top on the port forward bow
- e. Gelcoat cracking and missing gelcoat around fiberglass thru-hulls 11' forward of the transom in the port and starboard boot top.
- f. 2' long gelcoat scrape in the port aft topsides above the boot top
- g. Old but active deck leak under the holding tank pump-out deck fitting
- h. Gelcoat blisters in the fiberglass weather-cloths around the back deck to 3" diameter
- i. Two square feet of delaminated core noted on back deck at entrance to cabin door
- j. Flaking gelcoat finish on teak panel locker doors on flying bridge
- k. Gelcoat cracks at forward outboard edges of the aft deck fiberglass hard top under the radar arch legs
- l. Typical of age and class, the teak faced plywood paneling in the main cabin under the port windows is discolored from fresh water leaks over the years.
- m. Teak trim above the chain-locker door is loose

The hull appears to be the typical bulletproof heavy Taiwanese fiberglass lay-up. The hull underbody was found fair to the eye and sound, with no osmotic blisters sighted. On both sides of the bow are hundred of pinholes in the gelcoat. These are most likely from entrapped air in the original lamination of the hull. This condition is not considered a structural defect at this time but should be monitored.

3' down the stem and starboard bow is a 17" x 7" area of grounding damage that has been ground, filled, faired and barrier coated. Possibly linked to this damage are interior cracks and delamination in the forward cabin noted two paragraphs below.

The underwater portion of the hull and outboard fittings, including; rudders and exposed shafting were examined and found in apparently good order with no signs of pitting, wastage or corrosion. The cutlass bearings were found with slight wear and some cracking and delamination. The cracking and delamination is most likely the result of the boat sitting out of the water for two years. The propellers were sighted removed for service. Both propellers are curled at the blade tips to 3/4" and appear repairable. The shafts were dial indicated by the yard and marked- 003", 004" and 003" along the 5' of starboard shaft between the stern tube and strut and 005", 002" and 005" along the same area of the port shaft. The measurements are within tolerance for a 2" diameter shaft of this length with bearing at the end of the stern tube and in the strut. The shaft alignment is a bit off with the starboard shaft tight to the bearing inboard at the stern tube and outboard at the strut and the port shaft riding high and outboard on both bearings. Owners should consider breaking the couplings and checking alignment now with the boat on blocks and again when the vessel is relaxed afloat prior to sea trials.

Internally where sighted, all surfaces were clean, dry and in good order, exceptions noted in the recommendation section of this report. The forward hull under the forward cabin berth appears to have unrepaired grounding damage. Noted were cracks in secondary bonding of the hull to the plywood supporting structure of the berth and forward on both sides of the stem.

The hull panels themselves appear delaminated above the chines with two square foot areas noted on both sides see recommendation. All other fiberglass secondary bonding angles sighted were intact with no cracking, dry lay-up or delamination apparent where visible at bulkheads, flats and stringers.

The engine and auxiliary machinery spaces were thoroughly examined and were found fairly clean and void of oily water in the engine room bilges. The **aft bilge is a different story with a quantity of red hydraulic oil noted.** Potential sources for the oil are the trim tab pump and the hydraulic steering- see recommendation. Valves and piping of the various systems were found to be in good order and properly identified. Plumbing runs are well secured and chafe protected through bulkhead penetrations. The port fuel tank fill hose is old, cracked and should be replaced. The starboard fuel tank fill hose is normal.

Seacocks on thru-hulls were noted generally open. The seacock positions were verified with a flashlight at haulout. All seacocks cycled when tested but none too easily. In the engine room bilge under the auxiliary generator and again outboard and aft of the port water tank are **abandoned thru-hulls and seacocks.** The unused seacocks should be removed, the thru hulls cleaned up and inspected and if found good capped off with a red brass pipe cap and if pink in color removed and glassed over.

The clear plastic bowls of the Racor secondary fuel filters showed clean fuel with no sign of water or debris. The engines were started and observed operating with no blow by or oil leakage. The engines are clean.

The vessel and by extension the **Webasto diesel hydronic furnace reported has not seen service in two years.** At survey, yard personnel started the Webasto diesel furnace and ran it for a short time with volumes of grey smoke and poor fuel burn, then shut it down. Batteries were reported low at start of survey when used to start the engines. Owners should consider service to the furnace, batteries, engines, indeed all systems to good marine practice as prudent before getting underway. Another example- the fresh water pump was turned on while this surveyor was looking in the forward bilge. Immediately a cascade of water poured into the bilge from the forward head. Upon inspection in the head found the **hot and cold water supply lines not connected to the mixing unit.** Freeze damage? The pipes should be re-connected and the system pressureized and checked for further leaks.

The vessel is well outfitted with navigation, electronic and safety equipment. Some testing was done of electrical and electronic equipment. The electronics appear serviceable but somewhat outdated. A **Datamarine antenna to starboard on the radar arch is missing its protective cover.** Safety equipment is accessible and in apparently good order. The 120V outlets throughout the vessel tested normal with a Radio Shack circuit tester. To bring this vessel into the new century owners to consider the addition of a GFCI **protected outlets in the galley and heads,** and **carbon monoxide and smoke detectors in the cabins.** The shore power chord was disconnected from the shore power inlet; both were inspected and found normal.

From a general examination of the vessel, without removals or opening up to expose ordinarily concealed spaces, and without taking borings or soundings to ascertain the thickness or soundness of structures and members, testing for tightness or trying machinery; it is the opinion of the undersigned surveyor that this vessel's hull, machinery and equipment are in satisfactory condition for operation and intended service. Note: recommendations below.

FINDINGS and RECOMMENDATIONS

Safety

1. The fire extinguishers have no recent inspection tags.

INSPECT, SHAKE & REPLACE AS NECESSARY

Crew: Recommend Have all fire extinguishers inspected by a certified facility and display current date tags. Have the fire extinguishers professionally inspected and tagged on a yearly basis and hydrottested every six years.

2. The navigation stern light did not work at survey.

Crew: Recommend Check bulb, circuit and service as required to prove good.

3. No emergency flares were sighted.

Crew: Recommend Provide up-to-date emergency flares prior to navigating the vessel.

4. The clevis pin securing the upper starboard end of the transom ladder is missing.

Crew: Recommend ASAP provide and install a clevis pin in this joint.

Structure

5. The forward hull under the forward cabin berth appears to have unrepaired grounding damage. Noted were cracks in secondary bonding of the hull to the plywood supporting structure of the berth and forward on both sides of the stem. The hull panels themselves appear delaminated above the chines with two square foot areas noted on both sides.

Shipyard: Recommend Grind back cracked and delaminated fiberglass to sound substrate with industry standard tapers then relaminate to good marine practice including matching as far as practical the weight, fiber orientation and resin of the original.

6. A stainless steel davit for the shoreboat is cantilevered off the fiberglass swimstep without being supported back to the hull. As a result the swimstep is buckled 1" under the davit.

Shipyard: Recommend Remove davit, remove fiberglass swimstep and rebuild or replace. Owners to insure that the davit is supported and attached to structure if it is reused.

Maintenance

7. The seacocks are open and stiff.

Crew: Recommend This and every subsequent haulout overhaul all seacocks. Prudent seamanship dictates that seacocks be closed when not in use or no one is aboard the vessel.

8. Old but active deck leak under the holding tank pump-out deck fitting

Shipyard: Recommend Pull deck fitting, rebed and re-install.

9. A quantity of red hydraulic oil was noted in the aft bilge. Potential sources for the oil are the trim tab pump and the hydraulic steering.

Crew: Recommend Clean up oil and dispose of in a shoreside waste oil receptacle.
Determine source of oil- hydraulic steering or more likely the Bennett hydraulic trim tab pump and service to good practice.

ADDED BY OWNER = A GENERAL "TO DO" LIST

- A. Repair all exterior hull scrapes, scratches
- B. Refit cabinet hardware
- C. Sand and varnish paneling as needed
- D. Repair sundeck canvas
- E. Replace cushions
- F. Purchase double sofabed and lounge chairs
- G. Purchase dingy and outboard
- H. Purchase current charts for San Juans, Gulf Islands
- I. Build and install book case
- J. Service & lubricate Seacocks
- K. x

VALUATION

The date of this valuation is 1/31/08. The reported value is the amount, in US 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. The following estimated market value takes into consideration the market trends prevalent on the date of the survey. The valuation assumes an as is where is condition. Except for the recommendations noted below this valuation assumes that all on board machinery and equipment is in good working order. Values reported below are based on actual selling prices from proprietary databases, various pricing guides, comparables research and the opinions of other marine professionals.

Estimated current market value:

\$150,000.00

The following estimated replacement value is based on a new vessel of like model, construction, equipment, fit and finish. In many cases, a particular model is no longer in production and the estimation is based on similar new vessels currently available.

Estimated replacement costs: \$580,000.00

This report is submitted in good faith. The statements and information contained in it are not to be construed that other unforeseen or undetected defects or damages do not exist. All findings reflect conditions observed at time of survey. The surveyor reserves the right to amend or extend this report upon receipt of additional relevant information.

The above report is a statement of opinion made, signed and submitted without prejudice.

Respectfully submitted,



David L. Jackson
February 1, 2008
Anacortes, Washington

