

*George Sperry  
Marine Surveys*

REPORT OF MARINE SURVEY  
OF THE VESSEL  
*Sara B*



*Provided by Insured*

April 27, 2018

LOA 47ft. Tancook-Style Schooner

PREPARED EXCLUSIVELY FOR:

Schooner Sara B, LLC

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# I. INTRODUCTION

This survey was conducted on April 27, 2018 at Fairpoint Marina, Fairhaven, NY, the attending surveyor and LLC primary owners, Chris & Susan Gateley being the only people present. The subject vessel was out of the water at the time of survey. The vessel was surveyed without removal of any fixed parts. Locked compartments or otherwise inaccessible areas would also preclude inspection. DC power was available and some accessories were powered-up. The reason for the survey was to ascertain the physical condition and value of the vessel for insurance purposes. The standing rigging was down and inspected in an off-site indoor storage building.

The hull exterior has undergone a complete polyester resin & fiberglass sheathing using a process prescribed by Allen H Vaitses. This work was completed in 2011.

*Sara B*, reportedly was designed by Ray Stevens, of Nova Scotia. Her builder remains unknown, but is believed to have built in 1954 in Nova Scotia.

*THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USE AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.*

*FINDINGS REFLECT CONDITION OBSERVED AT TIME OF SURVEY.*

## II. DEFINITION OF TERMS

THE FOLLOWING TERMS AND WORDS HAVE THE FOLLOWING MEANINGS AS USED IN THIS REPORT OF SURVEY:

**-APPEARS:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or required not to conduct destructive test).

**-FIT FOR INTENDED SERVICE:**

Service for which it was designed by the naval architect and manufactured by the builder.

**-FIT FOR INTENDED USE:**

Use which is intended by survey purchaser (present or prospective owner).

**-ADEQUATE:**

Sufficient for specific requirement.

**-POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**-EXCELLENT CONDITION:**

New or like new.

**-GOOD CONDITION:**

Nearly new, with only minor cosmetic or structural discrepancies noted.

**-FAIR CONDITION:**

Denotes that the system, component or item is functional as with minor repair.

**-POOR CONDITION:**

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

### III. GENERAL INFORMATION

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NAME OF VESSEL.....	<i>Sara B</i>
TYPE OF SURVEY.....	Condition & Value
HULL IDENTIFICATION NUMBER.....	DN271349 (per NYS registration)
STATE REGISTRATION.....	NY 6139 HR
YEAR / MAKE / MODEL OF VESSEL.....	1954 47ft. LOA Tancook-Style Schooner
OWNER'S NAME.....	Schooner Sara B, LLC
PLACE OF SURVEY.....	Fairhaven, NY
DATES / TIME OF SURVEY.....	April 27, 2018 0930 Hours
OUT OF WATER INSPECTION PERFORMED AT....	Fairpoint Marina
BUILDER.....	Unknown
DESIGNER.....	Ray Stevens
YEAR BUILT.....	1954
HULL MATERIAL.....	Wood (Cedar over Oak, sheathed in FRP)
HULL TYPE.....	Full-Keeled Schooner
L.O.A.....*	47 ft.
L.O.D.....*	38 ft.
BEAM.....*	10ft. 5in.
DRAFT.....*	5ft.
BALLAST.....	Not known
DISPLACEMENT.....*	9 tons
SAIL AREA.....*	Not Known
BRIDGE CLEARANCE.....	Not known
PROPULSION SYSTEM.....	Diesel inboard
AC SHORE POWER SYSTEM.....	None
DC POWER.....	12 V
FRESH WATER CAPACITY.....	40 gal.
OWNER'S EXPERIENCE.....	Extensive
INTENDED CRUISING WATERS.....	Great Lakes and Tributaries
CONDITION.....	Average
CURRENT MARKET VALUE.....	\$25,000
ESTIMATED REPLACEMENT VALUE WITH NEW	\$500,000

Asterisks \* in this General Information section refers to the source of such information as follows:

\* Per Susan Gateley

## IV. SYSTEMS

### A: HULL, DECK AND SUPERSTRUCTURE

#### HULL CONSTRUCTION:

TYPE	Carvel-planked over steamed and sawn frames, sheaved in FRP
MATERIAL	1 in. Atlantic White Cedar over 2½ in. x 1 in. White Oak White Oak frames are 8 ¼ in. on center, closer in the mid sections. The outside has been encapsulated using the Vaitses process.

#### NOTES on the Vaitses Process:

**It appears as though the original frames may have been treated with some preservative material, like Linseed Oil. Access was limited, as the cabin sole was fastened in place.**

**The several layers of fiberglass sheathing were mechanically-fastened with stainless staples and several applications of polyester resin. The toe rails were removed so that the fiberglass could wrap-over the hull/deck joint. When complete, new toe rails were made with larger scuppers along the rails. It is estimated that the fiberglass was built-up over ¾ in. on the hull sides, and about 1 in. on the bottom. I did extensive percussive testing with a sounding hammer and found no delamination. The Vaites process was completed in 2011.**

**The insureds have taken steps to keep all water from collecting in the bilge. Their diligence has paid-off in as much as no rot was found in the hull.**

BULKHEADS	4
STRINGERS	2 White Oak (original), other partials added
STERN	FRP over Cedar
HULL TO DECK JOINT TYPE	Clamp and Shelf wrapped with FRP
FASTENERS	Iron clench nails, galvanized bolts, some stainless screws, and stainless staples. None could be pulled without damaging the lay-up.
REINFORCEMENT	Toe-rail – Pressure-treated Yellow Pine
DECK CONSTRUCTION:	
MATERIAL	2 layers of 6mm Meranti plywood glued to original Yellow Pine, covered with Dynel (2011) – No delamination found - Painted
STANCHIONS, PULPIT, PUSHPIIT	Bronze
VENTILATION	Dorade vents, 1 hatch, 1 solar vent, 1 skylight
BULWARK/TOERAIL	Yellow Pine (replaced in 2011)
GRAB RAILS	Ash
SCUPPERS	Along Toe-Rail & cockpit – Cockpit scuppers lead to sump with automatic pump -Atwood S1100
DECK SURFACE	Painted-over Dynel
LIFE LINES	Single
COACH ROOF	Painted over epoxy over Dynel over Yellow Pine (2011)
COCKPIT:	
MATERIAL	Teak-trimmed
DODGER	None
COCKPIT CUSHIONS	None seen
STORAGE	Under aft deck
COCKPIT SOLE	Paint over epoxy over Dynel over wood – No delamination
BILGE	Dry – Wood appears to have been treated with linseed oil or like

## B. CABIN INTERIOR

### INTERIOR APPOINTMENTS:

JOINERY & FINISH	Mahogany & Cedar – Some painted, some bright
STORAGE AREAS	Under berths
HEADLINERS	None, but vaulted
FABRIC & CUSHIONS	Upholstered in cloth – Serviceable
SALON FURNISHINGS	Clock, Oil lamp
CABIN SOLE	Teak – Appears serviceable
DINETTE	Starboard – Converts to berth
ACCOMODATIONS	2 in V-berth, 4 in saloon
STEREO	MP3 Player – Boss Chaos – 400W – Not tested

### GALLEY:

REFRIGERATION	Ice box
STOVE/OVEN	Origo 3000 – 2-burner, non-pressurized alcohol
SINK	Single – Stainless
TRASH PLACARD	None – Surveyor supplied

## C. ELECTRICAL SYSTEM

### DC SYSTEM:

BATTERIES	2 – 12V (1-group 27-house; 1-8D-starting) – Secured and covered in trays
BATTERY SWITCHES	1 – Near panel in galley
WIRING	Re-wired in 2011 with new panel – Appears serviceable
SOLAR PANELS	2 – 20W panels with voltage controller – dedicated to charging batteries

### AC SYSTEM:

None

## D. STEERING SYSTEM

NUMBER OF STATIONS	1
LOCATION	Aft
TYPE	Tiller
RUDDER	Steel

## E. PROPULSION SYSTEM

### MOTOR:

MANUFACTURER	Thornycroft (British-made) – I found 2 magazine references to this model – 1949 + 1958
MODEL NUMBER	RJD2
SERIAL NUMBER	Not seen
HORSEPOWER	18 @ 1200 RPM
NUMBER OF CYLINDERS	2
LUBRICATION	New oil
REVERSE GEAR:	Integral – No coupler safety wire *C1
COOLING SYSTEM:	Closed – Keel cooler (Monel)
HOSES	Appear serviceable
SEA COCK	Yes – Recent
BELTS & PULLIES	Appear serviceable

## F. FUEL SYSTEMS

### DIESEL FUEL:

LOCATION	Starboard – outboard of galley
MATERIAL	Galvanized steel
CAPACITY	40 gal.
FUEL LINES	USCG-Approved rubber
VENT	Not seen
FILTER	Yes - Recent

## G. GROUND TACKLE

ANCHORS:	50 lb. Fisherman anchor + smaller picnic anchor
CHAIN RODE	150 ft.
LINE RODE	100 ft. 3/4in. nylon
WINDLASS	Older manual with separate gypsies for rope & chain

## H. FRESH WATER SYSTEM

STORAGE TANKS	2 – 20 gal. Monel
LOCATION	Under aft deck
PUMPS	1 manual at galley sink
FILTERS	None

## I. SANITATION SYSTEM

MSD TYPE	Holding with no overboard discharge capability
HEAD	1 manual – Composting-type
CAPACITY	12 gal. (V-berth)
TANK MATERIAL	Plastic
GRAY WATER	Overboard
SHOWER	None

## J. ELECTRONICS / NAVIGATION

COMPASS	<i>Danforth Constellation</i> – bubble *C2
VHF	<i>Standard/Horizon</i> model – Explorer II – Powered-up
DEPTH	<i>Standard/Horizon</i>
GPS	Hand-held (not on board)



## K. SAFETY / FEDERAL REQUIRED EQUIPMENT

<b>- COAST GUARD REQUIRED</b>	
PERSONAL FLOTATION DEVICES (LIFE JACKETS)	3 Type I , 3 Type II, 2 Type IV throwables
FIRE EXTINGUISHERS	2 with gauges - charged
VISUAL DISTRESS SIGNALS	Expired <b>*B1</b>
SOUND PRODUCING DEVICE	Canned horn + manual horn
NAVIGATION LIGHTS	Yes
NO-OIL DISCHARGE PLACARD	Yes
TRASH DISPOSAL PLACARD	Yes (surveyor-supplied)
<b>OTHER SAFETY EQUIPMENT</b>	
BILGE PUMPS	1 <i>Rule</i> 2000 automatic <b>*B2</b> + 1 manual
CARBONMONOXIDE DETECTOR	Yes – Tested OK

## L. SAILING VESSEL DATA

STANDING RIGGING: **NOTE: Mast down – inspected separately**

MASTS	2 Sitka Spruce – Appear serviceable
BOOMS	Sitka Spruce – Appear serviceable
GAFFS	Spruce – Appear serviceable
DEAD-EYES	Appear serviceable
CHAIN PLATES	Steel – Attached to outside of hull and through-bolted into internal framework
SPREADERS	1 set each mast - Spruce
MAST STEPS	Keel-stepped
SHROUDS + STAYS	7/19 Stainless and Galvanized – Appear serviceable – Note that the galvanized wire rope has been treated with linseed oil and has consequently darkened, but appears pliable with no corrosion seen.
BOW SPRIT	Spruce – Appears serviceable
BOB STAYS	Bronze chain – Appear serviceable
GOOSENECKS	Appear serviceable

RUNNING RIGGING:

BLOCKS	Appear serviceable
HALYARDS	Poly – Appear serviceable
SHEETS	Appear serviceable where seen

SAIL INVENTORY:

Main, Fore, Jib, and Staysail are Dacron. All appear serviceable  
Fisherman is canvas, probably original, and might be useable

## M. OUT-OF WATER SURVEY LIST / REPORT

RUDDER MATERIAL	Steel – Appears sound
THROUGH HULL FITTINGS	Bronze – Appear serviceable
ZINCS	On Rudder - Serviceable
CONDITION OF BOTTOM PAINT	In process of being re-painted
KEEL	External Ballast
PROP SHAFT	1¼in. Stainless
CUTLASS BEARING	Some play <b>*C3</b>
PROP	18 x 13.5 3-bladed Bronze

## V. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "SAFETY" should be addressed before vessel is next underway. These findings represent an endangerment to personal and / or vessel's safe and proper operating condition. Finding may also be in violation of U.S.C.G. regulations.

Deficiencies noted under "IMMEDIATE ATTENTION" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

### A: SAFETY DEFICIENCIES

None.

### B: DEFICIENCIES NEEDING IMMEDIATE ATTENTION

**B1 The Visual Distress Signals were expired. 33 CFR 175.110**  
*I recommend keeping current flares on board.*

**B2 The automatic bilge pump was wired through the battery switch. ABYC H22-7.2.3**  
*I recommend changing the wiring to bypass the battery switch.*

### C: OTHER DEFICIENCIES NOTED

**C1 There was no coupler safety wire on the shaft coupler.**  
*I recommend adding a safety wire.*

**C2 The compass has a bubble.**  
*I recommend monitoring the condition. When it gets worse, repair or replace.*

**C3 The cutlass bearing has a little play.**  
*I recommend monitoring for a future repair.*

## VI. SUMMARY AND VALUATION

### A. STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel OVERALL VESSEL RATING OF CONDITION immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading system, as developed by the surveyor's experience, determines the adjustment to the range of selling values in the used boat market and determine the **Market Value**

#### **The following is the accepted marine grading system of condition:**

**"EXCELLENT (BRISTOL) CONDITION"**, is a vessel that is maintained in mint or Bristol fashion- usually better than new - load with extras - a rarity.

**"ABOVE AVERAGE CONDITION"**, has had above average care and is equipped with extra electrical and electronic gear.

**"AVERAGE CONDITION"**, ready for sale requiring no additional work and normally equipped for her size.

**"FAIR CONDITION"**, requires usual maintenance to prepare for sale.

**"POOR CONDITION"**, substantial yard work required and devoid of extra.

**"RESTORABLE CONDITION"**, enough of the hull and the engine exists to restore the boat to usable condition.

As a result of my investigation, as stated in the **SYSTEM AND FINDINGS AND RECOMMENDATION**, section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is:

OVERALL VESSEL RATING:

**AVERAGE**

**B: STATEMENT OF VALUATION**

1. The ‘**FAIR MARKET VALUE**’ is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably assuming the price is not affected by undue stimulus.

- a. Buyer and seller are typically motivated
- b. Both parties are well informed or well advised, each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. payment is made in terms of U.S. dollars or in terms of financial arrangement comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sale concession granted by anyone associated with the sale

Therefore, after consideration of the reliability of the date, the extent of the necessary adjustment and condition of the vessel, it is your surveyor’s opinion that the ‘**FAIR MARKET VALUE**’ of the subject vessel is:

**\$25,000.**

**Twenty-Five Thousand Dollars**

2. The ‘**ESTIMATED REPLACEMENT COST**’ indicates the retail cost of a new vessel of the same make/ model with similar equipment offered by the same manufacturer. ‘**ESTIMATED REPLACEMENT COST**’ of the subject vessel is:

**\$500,000.**

**Five Hundred Thousand Dollars**

C. SUMMARY

In accordance with the request for a marine survey of the *Sara B* for the purpose of evaluating its present condition and estimating its ‘FAIR MARKET VALUE’ and ‘REPLACEMENT COST’, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 4/27/18 and was found fit for intended use.

D. SURVEYOR’S CERTIFICATION

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

The statements of fact contained in this report are true and correct.

The reported analyses, opinion, and conclusion are limited only by the reported assumptions and limiting conditions and are my personal unbiased professional analysis, opinion and conclusion.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimated, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice.

ATTENDING SURVEYOR:

George Sperry AMS

George Sperry AMS® 775

# PICTURES





**Minor Play in Cutlass Bearing**



**Framing in Port Quarter**



**Horn Timber**



**12V Panel**



**Fire Suppression System**



**Standing Rigging inspected off-site**