

FINEST KIND MARINE SERVICES, LTD. d/b/a

# HOWE MARINE SURVEYS

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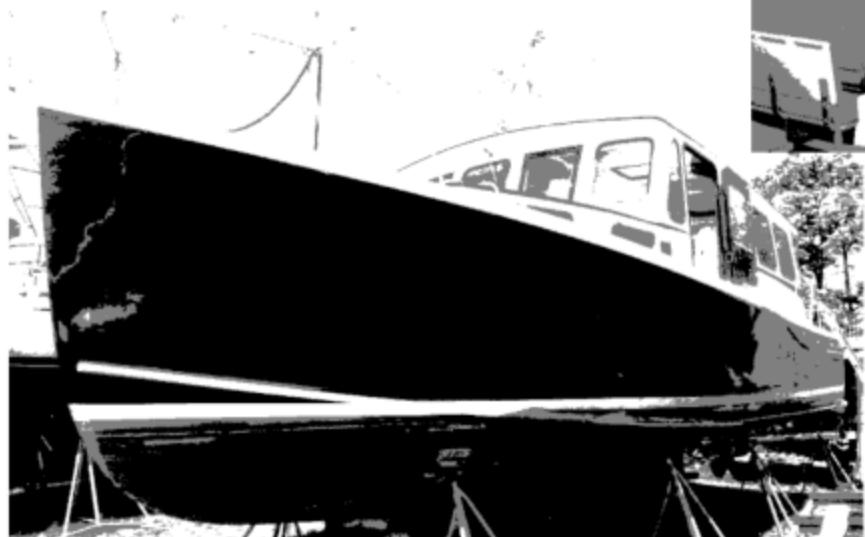
East End Boat Park, Suite 25  
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## PURCHASE SURVEY REPORT #P150513

"JOHN-O-POINT"

25 May 2015



This purchase survey report details the findings of the undersigned Marine Surveyor about the power vessel "JOHN-O-POINT" described on the following pages.

"JOHN-O-POINT" is a 1998 Osmond 38 Custom (built 1998), twin diesel engine equipped, molded fiberglass, ferry power boat built by H&H Marine, Steuben, ME. "JOHN-O-POINT" shows Hull Identification Number HHM38017I898 and expired BVI 1079189 Document Number. The specifications of "JOHN-O-POINT" are 38' 4" Length; 15' Beam; 4' 2" Draft with unknown displacement. Vessel previously was powered by twin 375HP John Deere 6090SFM marine diesel engines that have been removed.

	<u>SURVEY LOCATION</u>	<u>SITUATION</u>	<u>DATE</u>
<u>ATTENDEE</u>	Virgin Gorda Yacht Services, Virgin Gorda, BVI	on the hard	5/24/2015
<u>USE</u>	Chris of BEYC		
<u>HISTORY</u>	Vessel has been stored on the hard at Virgin Gorda Yacht Services for about a year. JOHN-O-POINT was used as a passenger carrying vessel for guests of Bitter End Yacht Club.		

<b>SURVEY PREPARED FOR</b> LSJE, LLC 6100 Red Hook Quarters, Suite B3 St Thomas, VI 00802 [REDACTED]	THIS SURVEY REPORT IS BASED ON OUR OPINION OF THE FACTS PRESENTED AND DISCOVERED, WITH NO WARRANTY EITHER SPECIFIED OR IMPLIED. LATENT DEFECTS NOT TO BE FOUND WITHOUT OPENING OR REMOVAL OF SHEATHING, JOINERWORK, DECK COVERING AND/OR DISASSEMBLY OF MACHINERY, PLUMBING, WIRING, RIGGING OR OTHER PARTS OF THE SUBJECT VESSEL, ARE NOT INTENDED TO BE COVERED BY THIS REPORT
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**PLEASE NOTE THAT THE FOLLOWING TEXT IS A DESCRIPTION OF  
"JOHN-O-POINT", ITS SYSTEMS AND FEATURES.**

**OBSERVATIONS ON ANY DEFICIENCIES** (indicated by Please See Comments **PSC**)  
**ARE DETAILED IN "COMMENTS & RECOMMENDATIONS" AND "SURVEYOR'S REMARKS".**

**"JOHN-O-POINT" PARTICULARS**

<u>OWNER</u>	Bitter End Yacht Club
<u>ADDRESS</u>	North Sound Virgin Gorda, BVI

The specifications below are taken from published sources. No actual measurements were taken.

<u>BUILDER</u>	H&H Marine, Steuben, ME	<u>HOMEPORT</u>	Road Harbour, BVI
<u>MODEL</u>	1998 Osmond 38 Custom	<u>LENGTH OVERALL</u>	38' 4"
<u>YEAR BUILT</u>	1998	<u>BEAM</u>	15'
<u>HULL ID. #</u>	HHM38017I898	<u>DRAFT</u>	4' 2"
<u>DESIGNER</u>	Osmond Beals	<u>DISPLACEMENT</u>	unknown

**EXPIRED U.S. COAST GUARD DOCUMENTATION**

Vessel Name:	<b>JOHN-O-POINT</b>	USCG Doc. No.:	<b>1079189</b>
Vessel Service:	PASSENGER	IMO Number:	*
Trade Indicator:	Coastwise Unrestricted, Recreational, Registry	Call Sign:	*
Hull Material:	FRP (FIBERGLASS)	Hull Number:	HHM38017I898
Ship Builder:	*	Year Built:	*
Hailing Port:	WILMINGTON, DE	Length (ft.):	38.3
Owner:		Hull Depth (ft.):	5.3
Document Issued:	April 13, 1999	Hull Breadth (ft.):	14.8
		Gross Tonnage:	20
		Net Tonnage:	16
		Document Expired:	April 30, 2000

**CONSTRUCTION DETAILS**

<u>HULL MATERIAL</u>	Molded fiberglass	<u>HULL LAYUP</u>	Solid
<u>DECK MATERIAL</u>	Molded fiberglass	<u>DECK LAYUP</u>	Cored
<u>SUPERSTRUCTURE</u>	Molded fiberglass	<u>DECKING</u>	Painted light blue non-skid
<u>CABIN</u>	Raised deck house	<u>FOREPEAK</u>	Trunk cabin
<u>FRAMING</u>	Fiberglass stringers & frames	<u>BULKHEADS</u>	Marine plywood & fiberglass
<u>HULL/DECK</u>	Bonded & bolted	<u>STERN</u>	Transom
<u>BOW</u>	Nearly plumb	<u>TOPSIDES</u>	Painted green finish
<u>SHEER</u>	Hollow	<u>RUDDER</u>	Twin spade bronze rudders
<u>KEEL</u>	Trawler style	<u>SHAFTS</u>	2" stainless steel
<u>PROPELLERS</u>	Four blade bronze	<u>RUB RAIL</u>	White plastic at sheer
<u>HULL FITTINGS</u>	Bronze & Marelon	<u>OPENING PORTS</u>	Two forward in deck house
<u>FIXED PORTS</u>	Multiple	<u>HOLDING TANK</u>	Plastic
<u>FUEL TANKS</u>	Two integral fiberglass	<u>DECK HATCHES</u>	Bomar & custom
<u>HATCHES</u>	Five ventilation hatches		

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**EXTERIOR HULL, DECK & SUPERSTRUCTURE**

**WETTED SURFACE:** "JOHN-O-POINT" was inspected on 5/24/2015 while vessel was on the hard at Virgin Gorda Yacht Services, Virgin Gorda, BVI. "JOHN-O-POINT" was reportedly hauled for dry storage about one year ago. Wetted surface showed no evidence of grounding, delamination or weakness. The hull was sounded with a plastic hammer and no voids were detected. The red anti-fouling bottom paint showed good coverage but aged condition and should be renewed prior to launching to be effective.

The two, four-bladed, right- and left-handed, 28" diameter by unknown pitch, bronze propellers, the 2" stainless steel propeller shafts, the bronze vee struts, the bronze through hull fittings, the bronze rudder posts and rudder blades were all free of pitting or wastage. The shaft and rudder zins all showed proper wastage and effective protection.

The twin rudders did not move in response to the steering wheel at the helm. At survey time, the power assisted hydraulic steering system was disabled. The rudder bearings at the exit from the hull appeared to be snug. **PSC**

**TOPSIDES:** The topsides show overall strong and functional condition with painted green surface. Topsides show dulled and marked luster in some areas, particularly to starboard, with good luster with only salt water stains in other areas. Topsides show white boot top with white plastic rub rail along sheer. JOHN-O-POINT and Road Harbour, BVI are seen on the transom. **PSC**

**DECK:** The fore and side painted off-white non-skid surface in good condition with toe rail at deck edge. The open aft cockpit deck shows natural teak decking in serviceable condition with scuppers draining through the aft seat lockers. **PSC**

**SUPERSTRUCTURE:** The molded superstructure shows good condition with painted white cabin top fitted with light mast, four throw ring holders and two holders for buoyant apparatus. The overhead hatches show some deficiencies. **PSC**

**INTERIOR**



**LAYOUT:** The forepeak shows the manual marine toilet centered forward at the bow with holding tank on the shelf above. The cabin shows vee shaped shelves to port and starboard at the bow with two levels for apparent luggage storage. Four battery boxes for 8D batteries are centered aft between the two bi-fold companionway doors to the main cabin. Main cabin is up three steps. Forepeak shows opening overhead hatch and four fixed cabin side portlights. **PSC**

The main cabin shows the helm centered forward with engine controls, steering wheel, spotlight control overhead, electrical panel to starboard and two battery switches alongside. Doors to the side decks are to port and starboard of helm. The passenger compartment is fitted with four rows of bench seats divided by a centerline passageway. A total of 24 guests can be seated on the cushioned seats. Additional seating is available on the three bench seats in the open cockpit aft. The deck house shows fixed windows to port and starboard and four opening overhead hatches. **PSC**

**FINISH & STRUCTURE:** The forepeak interior shows painted white sole, hull sides and overhead. The main cabin shows black rubber like textured, non-skid surface, painted white cabin sides and overhead. Teak decking is seen on the aft deck. **PSC**

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**TANKAGE**

<b>DIESEL FUEL TANKS</b>		2			
<u>MATERIAL</u>	Integral fiberglass	<u>LOCATION</u>	Below cockpit deck	<u>CAPACITY</u>	Unknown capacity
<u>GAUGE</u>	Not seen	<u>LEAKAGE?</u>	None observed	<u>CONDITION</u>	Presumed serviceable
<b>HOLDING TANK</b>		1			
<u>MATERIAL</u>	Plastic	<u>LOCATION</u>	Forepeak	<u>CAPACITY</u>	12 gallons estimated
<u>GAUGE</u>	None	<u>LEAKAGE?</u>	None observed	<u>CONDITION</u>	Serviceable

**PROPELLION ENGINES**

"JOHN-O-POINT" was previously powered by twin, turbo-charged, six cylinder, 375HP, John Deere 6090SFM marine diesel engines located in the main cabin bilge and accessible from overhead by lifting the slightly raised engine hatches. The engines and gear boxes had been removed at time of survey. The engine room showed the following systems still in place that could be used for installation of new engines.

<u>ENGINE BEDS</u>	Built up fiberglass	<u>MOUNTS</u>	Rigid bases only
<u>FUEL LINE</u>	Rubber hose	<u>SHAFTS</u>	2" stainless steel
<u>FUEL VALVE</u>	Inline	<u>STUFFING BOX</u>	Bronze
<u>FUEL FILTER</u>	Racor x 2	<u>SEA COCK</u>	Ball valve x 2
<u>SEA STRAINER</u>	Groco x 2	<u>EXHAUST</u>	Fiberglass & hose tubing
<u>SOUND</u>	Back wash tube	<u>DISCHARGE</u>	At quarter
<u>THROTTLE/SHIFT</u>	Combination lever x 2	<u>LOCATION</u>	Helm
<u>START/STOP</u>	Key / button	<u>TACHOMETER?</u>	Yes x 2
<u>IGNITION</u>	Key	<u>OIL METER?</u>	Yes x 2
<u>VOLTMETER?</u>	Yes x 2	<u>TEMPERATURE?</u>	Yes x 2
<u>% DISPLAY?</u>	Yes x 2 <b>PSC</b>	<u>DIGITAL DISPLAY</u>	Yes x 1 only <b>PSC</b>

**HYDRAULIC SYSTEMS**

This vessel is fitted with a power assisted hydraulic steering system that was not functional, in part, due to lack of an engine to power the hydraulic assist pump. The steering system hoses in transom bilge showed rusted metal fittings. **PSC**

**PLUMBING, PUMPS & FITTINGS**

"JOHN-O-POINT" is fitted with the following systems showing serviceable condition at survey time.

<u>MARINE TOILET</u>	Jabsco manual	<u>LOCATION</u>	At bow in forepeak
<u>HOSES</u>	Reinforced rubber	<u>LOCATION</u>	Throughout vessel
<u>THROUGH HULL</u>	Bronze & Marelon	<u>VALVE TYPE</u>	Ball valve
<u>HOSE CLAMPS</u>	Stainless steel	<u>DOUBLE CLAMPS?</u>	Yes
<u>12V DC BILGE</u>	Submersible w/ float	<u>LOCATION</u>	Forward bilge
<u>12V DC BILGE</u>	Submersible w/ float	<u>LOCATION</u>	Engine room bilge
<u>12V DC BILGE</u>	Submersible w/ float	<u>LOCATION</u>	Fuel compartment bilge
<u>12V DC BILGE</u>	Submersible w/ float	<u>LOCATION</u>	Transom bilge
<u>BILGE PUMP A/O/O</u>	Yes x 4 <b>PSC</b>	<u>LOCATION</u>	Helm
<u>BILGE ALARM</u>	At helm x 4	<u>FUNCTIONAL?</u>	No <b>PSC</b>
<u>MANUAL BILGE</u>	ThirstyMate	<u>LOCATION</u>	Portable
<u>MANUAL BILGE</u>	Whale Henderson	<u>LOCATION</u>	Cockpit

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**ELECTRICAL SYSTEMS**

**12V DC power** was once generated by engine mounted alternators and stowed in perhaps four 8D deep cycle batteries. At survey time, the engines and alternators had been removed. Three of the four batteries were boxed in the forepeak. The circuit breaker panel to starboard of the helm showed several broken circuit breakers and no labels. **PSC**

<u>BATTERY SWITCHES</u>	Perko four way x 2	<u>LOCATION</u>	Port & starboard of helm
<u>BATTERIES</u>	8D x 3 <b>PSC</b>	<u>LOCATION</u>	Forepeak
<u>MAIN PANEL</u>	Custom <b>PSC</b>	<u>LOCATION</u>	Helm to starboard
<u>MASTER BREAKER</u>	Yes <b>PSC</b>	<u>BREAKERS</u>	14 <b>PSC</b>
<u>RED/GREEN NAV</u>	Not seen <b>PSC</b>	<u>STEAMING LIGHT</u>	Not seen <b>PSC</b>
<u>ALL ROUND WHITE</u>	Serviceable	<u>STERN LIGHT</u>	Not seen <b>PSC</b>

**FIRE FIGHTING & SAFETY EQUIPMENT**

"**JOHN-O-POINT**" is fitted with the following fire fighting and safety equipment, in serviceable condition, except as noted in **COMMENTS**. Some safety gear on board may not have been found during the survey. Vessel should be equipped with at least the minimum required and approved USCG safety equipment.

1	BC-I Fire Extinguisher <b>PSC</b>	1	First Aid Kit (incomplete) <b>PSC</b>
1	A-II:BC-I Fire Extinguisher <b>PSC</b>	1	Fireboy Remote Engine Room discharge handle
1	Fixed Fire Extinguisher <b>PSC</b>	1	Ritchie Powerdamp Compass
1	Emergency Tiller		

**GROUND TACKLE**

"**JOHN-O-POINT**" is fitted with the following ground tackle. Lengths of chain/rode are estimated. **PSC**

Size or Weight	Anchor Type	Chain Length	Chain Size	Rode Length	Rode Size	Rode Material	Condition
40#	Danforth	8'	5/16"	80'	5/8"	Nylon	Serviceable

**STEERING**

"**JOHN-O-POINT**" is maneuvered with a stainless steel wheel at the helm and uses a power assisted hydraulic steering system to move the two rams connected to the centerline tiller with connecting rods to the bronze tillers atop the two stainless steel rudder posts. At survey time, the steering system was not functional. An emergency tiller is stowed aboard. **PSC**

**DECK GEAR**

"**JOHN-O-POINT**" is fitted with a single course stainless steel bow rail supported by stainless steel stanchions mounted around the perimeter of the foredeck. An all-round-white navigation light with purposefully partially blocked lens is mounted the light mast on cabin top. Foredeck shows bitt, raised trunk cabin with ventilation hatch and four fixed cabin side portlights. Side decks are generally open and free of obstructions. The raised deck house shows five windshield glass sections forward (two open) and multiple fixed windows to port and starboard. Opening doors are to port and starboard of the helm.

The aft deck shows two forward bench seats facing aft at the transom bench seat facing forward. Lockers are below the bench seats. A top access locker is at each quarter. Three steps up to gunwale are at the liferail gates at each quarter. Cabin top shows light mast, four empty throw ring brackets and two buoyant apparatus holders.

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INVENTORY

The following items were found on board "JOHN-O-POINT" at the survey time and were in serviceable condition, except as noted in **COMMENTS**:

**SHIP'S GEAR**

8	Yellow Seat Cushions	8	Beige Seat Cushions
	Assorted Ship's Gear		Assorted Dock Lines

**COMMENTS & RECOMMENDATIONS**

THE FOLLOWING COMMENTS & RECOMMENDATIONS ARE PRESENTED FOR PROMPT ATTENTION and/or REPAIR BY THE OWNER and/or BUYER. THESE ITEMS ARE OF INTEREST TO HULL INSURANCE UNDERWRITERS.

***\*\*SPECIFIC RECOMMENDATIONS ARE IN BOLD ITALICS***

A. At survey time, the portable BC-I and BC-II (CO2) and fixed fire extinguishers aboard this vessel

- a) ALL lacked recent inspection records (less than a year old)
- b) the BC-I unit was discharged
- c) and there were two empty fire extinguisher holders.
- d) The function of the Fireboy remote pull control was not demonstrated.

***\*\*Have all fire extinguishers inspected, serviced as necessary and tagged by a qualified fire extinguisher technician. This should be done annually.***

***\*\* Put tagged extinguishers back in mounted locations about the vessel.***

>>>The powder in dry chemical fire extinguishers can pack over time, especially on power boats. Fire extinguishers should be shaken, hit with a rubber hammer, turned upside down regularly to insure that the powder inside is loose and has not formed into blocks that could not pass out through the nozzle.

>>>The USCG required minimum count of fire extinguishers is the MINIMUM requirement for fire safety. BC-I fire extinguishers only discharge for a maximum of 15 seconds. Mount fire extinguishers nearby but not immediately at the most likely fire locations of the engine room, electrical panel and batteries or the galley. Fire extinguishers should be mounted near exits so a person could be exiting and then turn around to fight the fire and not have to go deeper into the boat to get a fire extinguisher. Fore and aft cabins should be also fitted with a fire extinguisher.

Please note applicable ABYC Standards:

A-4.6.3 Number and Location - **Portable fire extinguishers shall be provided and conspicuously installed** in accordance with the minimum required in Table II or Table III. **All extinguishers shall be located adjacent to exit paths.**

A-4.Ap.5.4.2 **At least once a year, a full maintenance check should be made by a qualified fire extinguishing service facility** in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check.

A-4.Ap.5.4.1 Extinguishers should be examined at least monthly for at least the following: a. they are located in designated places, b. they have not suffered corrosion or mechanical damage, c. they are fully charged. d. tamper seal should be inspected to ascertain that the extinguisher has not been operated, and e. the nozzle orifice should be unobstructed and the hose in good condition.

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**COMMENTS & RECOMMENDATIONS continued**

B. At survey time, the following USCG required and/or recommended safety equipment was NOT FOUND aboard or was deficient. Some safety gear may have been on board but was not found during the survey. Vessel should be equipped with at least the minimum required and approved USCG safety equipment prior to getting underway. ***\*\*Equip vessel with all missing safety equipment. Additional safety gear that is maintained and serviceable is also recommended.***

- a) three day and three night time flares with current dates***
- b) a horn (electric, aerosol or mouth)***
- c) a distress flag***
- d) an effective and complete first aid kit***
- e) a flashlight and/or floodlight***
- f) a tool kit***
- g) MarPol "DISPOSAL OF PLASTICS PROHIBITED" sign***
- h) "DISCHARGE OF OIL PROHIBITED" sign***

C. At survey time, this vessel lacked enough Type I, II, III or V PFDs for the expected use and capacity for passengers and crew aboard. ***\*\*Equip vessel with at least one USCG approved PFD for each person on board while underway. Stow PFDs in readily accessible locations on board.***

D. At survey time, this vessel lacked the Type IV throwable device (throw ring, horseshoe buoy or cushion) required by the USCG. ***\*\*Provide same and mount in a readily accessible location.***

E. Various seacocks below the waterline on this vessel are inoperable and/or lack double hose clamps. For example, the engine cooling water seacocks were stiff.  
***\*\*Free and lubricate each seacock at every haulout and install double hose clamps on all hose connections below the waterline.***

F. Vessel is fitted with a manual override switch that allows operator to turn on the four bilge pumps on as needed. Some of the manual switches did not turn on the respective bilge pump. Others did not work on the automatic function. ***\*\*Repair and prove function of all bilge pump automatic and manual operation systems and switches.***

Please note the applicable ABYC Standards:

H-22.8.12 Bilge pumps with automatic controls shall be provided with a readily accessible manual switch to activate the pump.

H-22.8.14 Pumps with automatic controls shall be provided with a visual indication that power is being supplied to the pump.

G. Vessel is not fitted with a complete second set of ground tackle. ***\*\*Equip vessel with two complete sets of ground tackle with adequately sized anchor, chain and rode. The second anchor is for use should the primary anchor fail, or be inadequate for the conditions or be lost.***

H. Vessel is fitted with an emergency tiller for use should the installed steering system fail due to leakage of hydraulic fluid or other possible challenges. The tiller could not be tested due to the seized steering system. ***\*\*Test and demonstrate the emergency tiller system.***

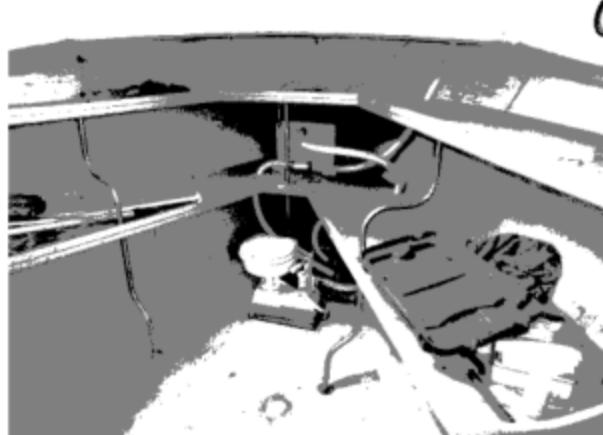
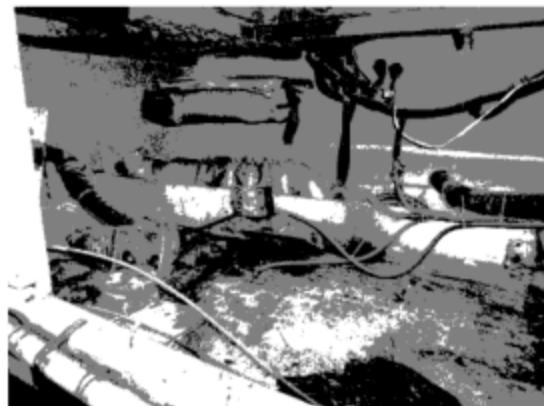
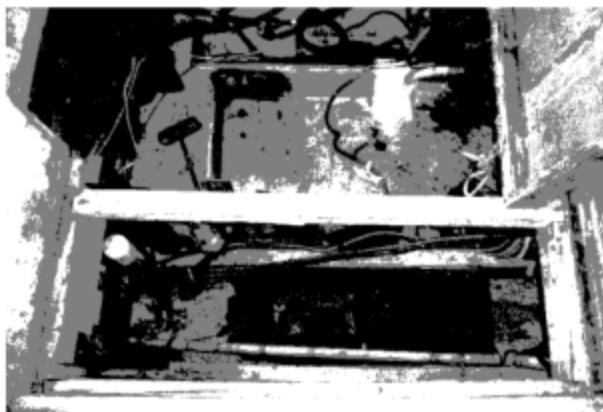
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COMMENTS & RECOMMENDATIONS continued

I. At survey time, all round white light on the light mast (partially obscured for unknown reason) was functional. The red/green running lights and the stern light fixtures were not seen.  
***\*\*Install running and stern lights. Repair and prove function of all navigation lights.***

J. At survey time, this vessel was not showing the state (territory) registration numbers or record as required by Federal and territory law. The US Document supplied by the seller showed expiration in 2000 and was not current. ***\*\*Register this vessel with DPNR enforcement office at King Airport and apply the registration numbers to either side of the bow in contrasting color letters/numbers at least 3" tall. Registration has to be renewed in June annually.***

K. At survey time, the rudders did not respond to the steering wheel at the helm. The steering system on this vessel is fitted with a power assist system using a hydraulic pump previously mounted on the starboard engine. The function of the steering system could not be tested or demonstrated due to the incomplete condition. The various components of the steering system (such as bolts at port and starboard glands, end fittings on the high pressure hoses and elsewhere) in the transom bilge showed rusted condition that should be derusted, cleaned and painted or replaced as necessary. ***\*\*Troubleshoot and test steering system. Repair as needed.***



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SURVEYOR'S REMARKS

"JOHN-O-POINT" was found to be basically sound, but in need of some new engines and associated controls plus various navigation and communication electronics. This vessel was reportedly retired because of failure of one engine due to operator error. Both engines were removed and vessel put up for sale. The seller is willing to sell the gear boxes to the new buyer if they are wanted.

The items listed for repair and maintenance are basically routine maintenance items. The purchase, shipping, modification of the engine room, installation and connection of the new engines will be a major effort of significant expense, perhaps more than the purchase price being asked for the vessel. Equipping the vessel with USCG required safety gear, radios, recommended electronics, new batteries will also add expense to the rebuild cost. This vessel was reportedly worked hard doing at least four round trips from the Bitter End Yacht Club to Beef Island Airport dock daily for many years.

"JOHN-O-POINT" is considered by the undersigned to be a good insurance risk when ALL items from COMMENTS & RECOMMENDATIONS above are complied with.

The owner's agent for "JOHN-O-POINT" was in attendance. The requestor of this report has been notified of the above Comments by this report.

This report purposefully does NOT include a current market value. This is done to allow buyer and seller to use the document as a neutral statement of findings if any negotiations about the purchase become necessary.

If a current market value is needed by the prospective buyer for finance or insurance coverage, please request that supplemental document from the undersigned Marine Surveyor.

This report is submitted in good faith and constitutes a description of the subject vessel's condition as found at the time of survey. The undersigned Marine Surveyor assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant (expressly or implied) or guarantee the condition of the subject vessel.

This survey is issued without prejudice.

Finest Kind Marine Services, Ltd. d/b/a  
**HOWE MARINE SURVEYS**



William W. Howe, III  
Marine Surveyor



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**COMMENTS & RECOMMENDATIONS OF INTEREST TO THE BUYER**

THE FOLLOWING COMMENTS CALL FOR RENEWAL, REPAIR OR REPLACEMENT AS DESIRED BY THE BUYER, UNLESS INDICATED OTHERWISE. THESE ITEMS ARE NOT IN NEED OF IMMEDIATE CONCERN OR REPAIR, OR DEEMED TO BE POSSIBLE INSURANCE RISKS.

1. Free and lubricate each seacock at every haulout and install double hose clamps on all hose connections below the waterline.
2. The starboard topsides shows a 5'x3' area of white marks into and on the green painted surface from apparent docking contact.
3. Two 14"x1" sections of the starboard rub rail are missing the lower half of rub rail amidships.
4. The zincs on the propeller shafts and rudder blades are aged and should be replaced prior to launching.
5. Both engine hatches are no longer attached to the deck with their hinges. The starboard hatch could not lift using the starboard hinge location. The port hatch protrusion blocked the full opening of the port side companionway door to the forepeak. The underside of these hatches showed that some if not all of the insulation and holed metal screening was missing. The wooden edges of the hatches showed some wood decay, wear and tear.
6. The vessel shows that the forward deck beam by way of the helm has been cut and modified to allow installation of the larger John Deere engines into JOHN-O-POINT. Vertical supports have been installed to support the deck in various locations. One vertical support could not be installed on the inboard aft side of the starboard engine due to the location of the engine exhaust.
7. The centerline access hatch aft of the helm shows:
  - A) that the base for the missing pedestal helmsman's seat is missing
  - B) that half of the insulation on the underside has been removed.
8. The varnished hardwood panels holding lights and air vents overhead to port and starboard in the passenger compartment show aged varnish in various areas.
9. One overhead light and two speakers have been removed from the overhead in the passenger compartment.
10. The passenger compartment shows four opening overhead hatches, each with either a missing latch, missing support, stained or cracked lens. The overhead hatch in the forepeak also shows similar deficiencies.
11. The passenger compartment interior shows:
  - A) painted white finish in good condition with occasional rust stains
  - B) screw holes from removed fixtures
  - C) chipped edges at starboard display forward of seats
  - D) tape residue from removed signs.
12. Seven of the eight bench seats in the passenger compartment wobble from apparent loose connection to the three vertical supports under each seat.
13. The beige seat cushions show serviceable condition with occasional stains and discoloration.
14. The eight yellow vinyl cushions are slightly discolored but appear serviceable.

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**COMMENTS & RECOMMENDATIONS OF INTEREST TO THE BUYER continued**

15. The full width transom seat with locker below shows:
  - A) that the aft deck scupper on the front side is not fitted with tubing to direct deck water to the transom scupper without getting water on any contents in the locker
  - B) that the hinges for the locker lids are not attached or missing.
16. This vessel is fitted with aluminum Bomar hatches atop the locker at each quarter. These hatches show non-connected hinges and that a latch is missing on each hatch.
17. The two forward side bench seats (facing aft) in the aft cockpit show:
  - A) collected water in the starboard seat locker
  - B) exposed wiring and displaced courtesy lights within each locker
  - C) loose or unattached hinges.
18. The man hole sized Bomar hatch below the teak decking insert in the aft cockpit deck shows:
  - A) broken and ineffective rubber seal around perimeter
  - B) access to the steerage compartment
  - C) accumulated water in the bilge
  - D) functional bilge pump.
19. The aft deck shows natural finish teak decking in fair condition. The teak needs cleaning and the Thiokol sealer is missing in various areas.
20. The helm shows that the apparent digital display seen for the starboard engine is missing from the port engine control panel. The function and use of this display is unknown.
21. The VHF radio bracket on the overhead above the helm was empty.
22. The wiper blade is missing from the wiper arm at the center windshield panel. The operation of the wiper was not tested.
23. The log book found aboard vessel shows last entry on 7/2/2012. Chris from BEYC suggested that another log book was used until the spring of 2014.
24. The round plastic access hatch over the forepeak bilge pump is missing. The hatch frame is deformed and probably not useable.
25. The back side of the helm (the aft bulkhead in the forepeak) shows two access hatches for service of the wiring and instruments within the helm console. The starboard side hatch shows broken hinges and was not mounted.
26. The lens was missing from the overhead light fixture in the forepeak.
27. The whole vessel is dirty after spending at least a year in the boat yard. The fixed cabin side portlights in the forepeak may be slightly occluded.
28. The marine toilet was not tested or operated. The unit showed no apparent deficiencies.
29. The electrical systems aboard vessel were only partially tested. One battery was on a charger at survey time and was able to power the four bilge pumps, half of the overhead lights outboard in the passenger compartment and the all-round-white light on the light mast.
30. The cabin top showed four empty throw ring holders and two empty buoyant apparatus holders.

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**COMMENTS & RECOMMENDATIONS OF INTEREST TO THE BUYER continued**

31. The starboard stern rail shows a broken weld atop the aft stanchion.
32. The engine compartment shows:
  - A) missing overhead insulation across the front of both engine bays
  - B) insulation falling from the port engine cover
  - C) rigid engine mounts for each gear box, rigid bracket for the inboard side of the starboard engine and three rigid beds for the remaining forward engine mounts.
  - D) that the two 2" diameter propeller shafts and 28" diameter props and engine couplings remain with the vessel
  - E) plastic bottle covers over the shaft logs to prevent splashing from the stuffing boxes
  - F) broken hose clamp and missing double hose clamp on the starboard exhaust tubing
  - G) overall dirty and oil stained condition
  - H) various isolated sections of the deck supports and deck beams are fuzzy indicating initial stages of wood decay
  - I) foam cored deck with edges sealed with epoxy resin
  - J) that the engine room was modified from its original build to apparently accommodate the John Deere engines. Changes include cuts of deck beams, new vertical supports, repositioning of engine beds for the John Deere mounts and raised deck covers/hatches
  - K) Groco sea strainers, bronze sea cocks and Racor fuel filters located aft
  - L) stiff or seized cooling water seacock
  - M) that the port sea strainer has fallen from its mounted position
  - N) that it is not possible to provide a vertical support on the inboard aft side of the starboard engine due to the engine exhaust
  - O) connecting exhaust hoses for between the engine and fiberglass tube discharge
  - P) wiring harnesses for the previously installed John Deere engines
  - Q) hydraulic fluid pump for the starboard engine
  - R) hydraulic fluid reservoir under the helm on the forward bulkhead of the engine compartment.