

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of {Not Found--INPP} , the attending surveyor did attend onboard the 1974 *Pacemaker 40 Sportfish* , "THE HOOKER" beginning on August 17, 2004 at 9:30 A.M., where an "in-the-water-survey" WAS conducted at {Not Found--NPS2} , Port Clinton, OH.. The ship's papers were on board and appeared to be in order. The Hull Identification Number PAC402610374 WAS verified from a bulkhead plaque. A sea trial WAS NOT performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Tramex Skipper and GRP 33 moisture meters. AC and DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommend and understood that all DIESEL engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

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 USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not

I. INTRODUCTION

possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **040817G**

NAME OF VESSEL: **"THE HOOKER"**

TYPE OF SURVEY: **Pre-Purchase for Buyer**

OVERALL VESSEL RATING:..... ****** AVERAGE**

ESTIMATED MARKET VALUE:..... ****** \$83,000.00**

ESTIMATED REPLACEMENT COST:..... **\$322,000.00**

YEAR/MAKE/MODEL OF VESSEL: **1974 Pacemaker 40 Sportfisherman**

HULL IDENTIFICATION NUMBER (HIN): **PAC402610374**

HAILING PORT: **None Sighted.**

STATE VALIDATION STICKER NUMBER: **151789 Exp: 3/1/07**

STATE REGISTRATION NUMBER: **OH7282RC**

PLACE OF SURVEY: **Port Clinton, OH.**

DATE/TIME OF SURVEY: **August 17, 2004 at 9:30 A.M.**

HULL MATERIAL: **FRP (Fiber Reinforced Plastic).**

LENGTH OVER ALL (L.O.A.): ****** 39'11"**

BEAM: ****** 13'10"**

DRAFT: ****** 2'8"**

DISPLACEMENT: ****** 20,098#**

PROPULSION SYSTEM: **(2) Twin Diesels engines.**

FUEL TYPE: **Diesel.**

FUEL CAPACITY: **260 gallons**

AC POWER: **125 volt, 30 amp.**

DC POWER: **Yes, 12 volt.**

FRESH WATER CAPACITY: **69 gallons**

HOLDING TANK: **Yes, Approx. 20 gallons**

INTENDED USE/BUYER: **Recreational**

BUYER'S EXPERIENCE: **Not Known.**

INTENDED CRUISING AREA: **Strait of Georgia**

II. GENERAL INFORMATION

The terms and words used in this report 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 requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a 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 system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

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

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

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

*** Per Manufacturer's Specifications**

****Refer to Summary and Valuation Section**

***** Per USCG Documentation**

****** Per Buc Book / Sold Boats.com**

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Semi-Vee (Modified Vee)

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

White gelcoat with brown boot top, and moderate sheer.

PORTLIGHTS:

Four (4) opening plastic portlights two each port and starboard.

BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted except as noted in the next section.

STRINGERS:

***C1**

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed except as noted.

STEM:

Stem was raked with moderate flair.

TRANSOM:

Reinforced, FRP slightly rounded with tumble home design. Teak swim platform with three step collapsible ladder to starboard. Transom step to starboard.

BILGE:

Deep (below decks) bilge area provides the area for most boat systems and tankage. Generally clean.

CHAIN LOCKER (DRAINAGE):

Drainage overboard, size adequate, access good, location forward bow.

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

MOISTURE CONTENT:

The moisture content readings of the hull and topsides were dry to the moisture meter. Soundings with the hammer showed no signs of delamination.

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

COCKPIT:

Solid teak cockpit. Appears serviceable.

NOTE:

Moisture meter readings were dry and percussion soundings were normal.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT

TYPE:

Overlap style, sealed and fastened through a anodized aluminum and stainless steel rubrail.

FASTENERS:

Stainless steel screw type, size undetermined.

DECK FITTINGS

BOW PULPIT (BOW RAIL):

Chromed stanchions and rail system. Appears serviceable.

TOE RAILS:

3" wide teak.

SCUPPERS:

Cockpit has scuppers at port and starboard aft corners 1 1/2"x 5 1/2" and 1 1/2" x 3" centerline. Appears serviceable.

CHOCKS AND CLEATS:

Chocks and cleats were thru-bolted and serviceable.

WINDLASS/GIPSY:

Automatic two-way windlass by Simpson Lawrence, Sprint 1000, controls at helm.

HAWSE PIPES:

Chrome on brass hawse pipe fitting port bow.

GRAB RAIL:

Hand rails along sides of super structure and others at various locations on vessel. Appears adequate.

ANCHOR PLATFORM:

Stainless steel anchor platform with bow roller. Appears serviceable.

SUPERSTRUCTURE

MATERIAL:

FRP (fiber reinforced plastic).

DECK HATCHES:

Three opening hatches one (1) 20 x 18" forward over berth, and two (2) 9" over main cabin area, smaller are smoked lexan plastic with aluminum frames, larger is FRP with tinted lexan. Appears serviceable.

WINDOWS/PORTS/DOORS:

***C2**

Large opening windows on the sides, large forward windshield, Entrance to the main salon is gained by a sliding companionway door in the cockpit area. Door material is wood/glass.

JOINERY STRESS:

None Sighted.

CANVAS AND SUPPORT STRUCTURE:

The flybridge enclosure was of white vinyl material with clear plastic window material. The support structure is stainless steel tubing. Appears serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE (*Continued*)

MOISTURE CONTENT:

Moisture content readings were dry on the meter, and soundings were good with the hammer.

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic) molded flybridge.

TYPE:

Flying bridge provides helm station and crew seating area with afterdeck overhang and a tinted plastic spray shield.

SAFETY RAIL SYSTEM:

Stainless steel tubular rail and stanchion system surrounds the flybridge area. Appears serviceable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS:

Six (6) large fenders with lines.

DOCK LINES:

An adequate number of 5/8" lines.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The joinery and finish of the teak interior was above average.

CABIN BRIGHT WORK:

Satin varnish finish. Appeared serviceable.

INTERIOR BULKHEADS:

The interior vinyl bulkheads were finely fit where sighted.

WATER INTRUSION SIGNS:

None Sighted in the forward v-berth area, but carpet on the walls has been replaced. Small amount port aft salon corner.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted.

HEADLINERS:

Headliner material in the cabins appeared to be a light colored vinyl. Appeared serviceable.

DOORWAYS:

Wood cabin and head doors throughout vessel. Appeared serviceable.

FABRIC AND CUSHIONS:

Appeared Serviceable.

Note: The general appearance of the cushions and fabrics reflect good care and normal wear and tear for a vessel of this age.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(Continued)*

FLOOR AND WINDOW COVERINGS:

Floor coverings are carpet in the cabin.

HEADS:

One head with stand-up shower.

FAUCET FIXTURES:

Faucet and fixtures in the galley and head were demand pump 12 volt. Appeared serviceable.

LIGHT FIXTURES:

An adequate array of lighting fixture both 12 volt and 110 volt AC type throughout the vessel. Both overhead adjustable spot type lights and fluorescent fixtures provide the vessel with good lighting flexibility.

SALON FURNISHINGS:

***C3**

A pull-out sleeper sofa to starboard and two chairs to port. Coffee table and end table.

TELEVISIONS:

Yes, RCA. Sanyo VCR.

STEREO, ETC.:

Two, one at flybridge, AM/FM/Cassette and Targa AM/FM/Diskette with 10 disk changer in salon.

CONDITION AND DEFICIENCIES:

The overall house keeping for this vessel was above average. It reflects the care of a conscientious crew, with good sea keeping skills.

GALLEY

LOCATION:

Starboard side of cabin.

SINKS:

Single stainless steel sink.

REFRIGERATION:

Stand alone refrigerator and freezer units built into galley by Frost Queen. Appears serviceable.

STOVE/OVEN:

Princess; Three (3) burner with oven 110 volt electric. The burners power up.

HEAT PROTECTION (INSULATION):

Folding stainless/wood burner cover. Serviceable.

MICROWAVE:

Samsung. Serial # 75CJ404257E. Powers up.

ACCESSORIES:

Bunn Coffee Maker.

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE:

Diesel Two (2) diesel four cycle, 6-71N inter-cooled engines.

MANUFACTURER:

Detroit Diesel

SERIAL NUMBERS:

Port: 6A0290922 Starboard: 6A0291463.

LABELS AND NOTICES:

All required labels appeared to be in place and readable.

HORSE POWER:

Reportedly 310 horsepower.

INDICATED HOURS:

Reported to be 1081 hours.

THROTTLE CONTROLS:

Morse mechanical lever/cable type, at both upper and lower helm stations.

EMERGENCY SHUT DOWN:

Kiddie pull cable actuated mechanism.

ENGINE MOUNTS AND BED:

Wood beam 4" X 12" engine bed stringers with thru-bolted steel motor mounts, and adjustable cushioned feet. Appears serviceable.

DRIP PANS:

Custom fit drip pans under both engines. Appears serviceable.

LUBRICATION:

Level: Full and Condition: Dirty. Filters: Engine mounted spin on/off canister type filter.

VENTILATION:

Power blowers with flex tubing appears adequate. Natural, flow ventilation provided by cowl vents.

EXHAUST SYSTEM:

Raw water cooled with cast iron risers and flexible connection six inch pipes to outboard frame supports. Then exiting through transom mounted fittings. Hose to pipe connections are double clamped where sighted and appear serviceable.

INSULATION:

None sighted.

STUFFING BOX:

Stuffing box and packing gland, was bronze hex nut type boot was double clamped and appeared serviceable. Monitor Frequently for leakage and proper adjustment.

COOLING SYSTEM

TYPE:

Closed reservoir type cooling with raw water cooled exhaust.

III. SYSTEMS

PROPULSION

COOLING SYSTEM (*Continued*)

RAW WATER STRAINERS:

Perko bronze alloy with sight glass. Appears serviceable.

COOLANT LEVEL:

Below normal both port and starboard. The surveyor recommends changing the fluid with new in accordance with the manufactures suggested specification.

HOSES AND CLAMPS:

Double clamped where sighted. Appears serviceable.

BELTS AND PULLEYS:

Belts condition appears serviceable.

SEACOCKS AND STRAINERS:

***B1**

Raw water seacocks were bronze ball valve type.

TRANSMISSIONS

TYPE:

Twin Disk model MG506.

MANUFACTURER:

Port : 3B0048 Starboard: 3A9972

GEAR RATIO:

Transmission tag states 1.97:1 ratio.

FLUID LEVEL AND CONDITION:

Level must be checked in neutral with engines running. Not checked.

COUPLER (SAFETY WIRE):

None sighted, used lock washers. Appears serviceable.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

The main tanks appear to be steel.

NUMBER OF TANKS:

Two (2)

TANKS CAPACITY:

Reportedly 260 gallons for both tanks.

SECURED:

Yes. Wood framed, bonded to hull. Appears serviceable.

LOCATION:

Fuel tanks are port and starboard, outboard in the main engine room.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM (*Continued*)

MANUFACTURING LABEL:

None Sighted.

FILL PIPE LOCATIONS:

Port and starboard side decks marked for fuel.

FILL PIPE GROUNDED:

Appears to be properly grounded.

FILL PIPE MATERIAL:

Type A2 USCG approved hose. Appears serviceable.

FUEL LINES AND FITTINGS:

***B2**

Rubber, no grade sighted.. Appears serviceable where sighted except as noted.

VENT LOCATION:

Port and starboard topsides, flame screens were sighted.

SHUT-OFF VALVE:

Yes. Ball valves at tanks and filters.

FUEL FILTERS:

Engine mount spin on/off type.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Lead acid battery powered 12 volt system.

BATTERIES:

***B3**

Two batteries, 8D 1475, in wooden tray.

PANEL:

Overcurrent Protection: Circuit breakers. Location: Port main salon side cabinet. Access: Serviceable.

TYPE CONNECTORS:

Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

ROUTING/SUPPORT:

Well supported and secured where sighted.

CHARGING SYSTEM:

Alternators on main engine. Appears serviceable.

CHARGING SYSTEM (BATTERY CHARGER):

Marine grade 110 volt A.C. Location: Aft of main starboard engine. Manufacturer: Crown Electric Co. Size: 12 volt 60 amp. Serial No.: 97347. Model No.: R6012-3.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM) (*Continued*)

OUTLETS:

12 Volt outlets were sighted in the upper and lower helm stations and were of cigarette socket type. Appeared serviceable.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Number: Two (2) Sets of two (2) Location: Port and starboard forward cockpits. Weather Protected: Yes. Standard stainless steel with cap. Rating: 125 volt; 30 amp each.

SHORE POWER:

Cord: Two (2) 50' long 30 amp (3) 25' long 30 amp. Vinyl: Yes. Adapter(s): Two (2) "Y". Condition: Appears serviceable.

AC SOURCE SELECTOR SWITCH:

Switch type: Manual rotary type. AC / Generator: Manual selector switch for shore or ship power. Location: Main A.C. panel, main salon. Appears serviceable.

MAIN BREAKER:

Yes in the main electrical panel.

CIRCUIT LOAD MONITORS:

Yes voltage analog gauge in the main electric panel.

OUTLETS:

Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested ok for proper polarity. GFCI (ground fault circuit interrupter) outlets sighted at galley and head. Tested OK, Appear serviceable.

GENERATORS AND INVERTERS

TYPE:

Generator driven by diesel powered internal combustion engine,

MANUFACTURER:

Onan. Model : 7.5 MEJE.3CR/226BC. Serial # 1073724367.

FUEL TYPE:

Diesel.

KILOWATT RATING:

7.5 kw.

VOLTAGE RATING:

120 /240 AC.

LOCATION:

Engine room, centerline aft. Well insulated and sound protected.

COOLING SYSTEM:

Closed coolant and raw water exhaust type.

FUEL FILTER:

Engine mounted Racor spin on /off type.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS (*Continued*)

LUBRICATION SYSTEM:

Engine mounted mechanical oil pump with spin on/off type filter.

EXHAUST SYSTEM:

Aqua lift type FRP (fiber reinforced plastic). Raw water cooled with metal canister, flexible coupling sections double clamped where sighted. Appears serviceable.

ACCESSIBILITY:

Good.

WARNING LABELS:

Yes, the required labels appeared to be in place and readable.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Yes, one (1) tank.

CAPACITY:

Reportedly 69 gallons.

ACCESS:

Access poor.

FILL PIPE LOCATION:

Starboard side deck marked for water.

VENT PIPE LOCATION:

Appears to be starboard topsides.

ACCUMULATOR TANK:

None Sighted.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 electric. Marine grade.

MANUFACTURER:

GSW. Model : A1215. Serial # 9603855536.

CAPACITY:

43 liters.

PRESSURE RELIEF VALVE:

*C4

Yes, copper pressure relief valve built into tank.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Sea Land VacuFlush

MANUAL OR ELECTRIC TYPE:

Electric, not checked for operation.

NUMBER OF HEADS:

One (1)

LOCATION OF HEADS:

Port side cabin.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

PUMP-OUT LOCATION:

Port cockpit, one fitting marked for waste.

MACERATOR:

Yes

"Y" VALVES:

Yes

HOLDING TANK:

***C5**

FRP

CAPACITIES:

Approximately 20 gallons.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain to topside thru-hulls in immediate area of basin.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic, where sighted appeared serviceable.

NUMBER OF STATIONS:

Two (2) main deck helm station and flybridge.

ACTUATOR CYLINDER:

Appears serviceable.

RUDDER STOCK:

Stainless steel, 1 3/8" diameter.

PACKING GLAND:

***B4**

Appeared serviceable. Monitor frequently.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE

ANCHORS:

A Danforth S1600. Spare: Guardian 23.

RODE MATERIAL:

5/8" 3 braid marine grade nylon.

CHAIN:

Approximately 8' feet of 5/16" chain attached to Guardian.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Standard Horizon Eclipse. Serial #: 64U310815. Powers up.
Garmin 720 hand held. Powers up.

RADAR:

Ratheon R21. Serial # 28133. Powers up.

GPS:

Garmin GPS Map210. Serial # 53010498. Powers up.

AUTOHELM:

Benmar.

FISH FINDER:

Lowrance X75. Serial # 7097817. Powers up.

COMPASSES:

6" Ritchie.
4" Ritchie.

ANTENNAS:

All antennas sighted appear to be well mounted and serviceable.

HAILER:

Ray Jefferson 310 Power Hailer.

OTHER:

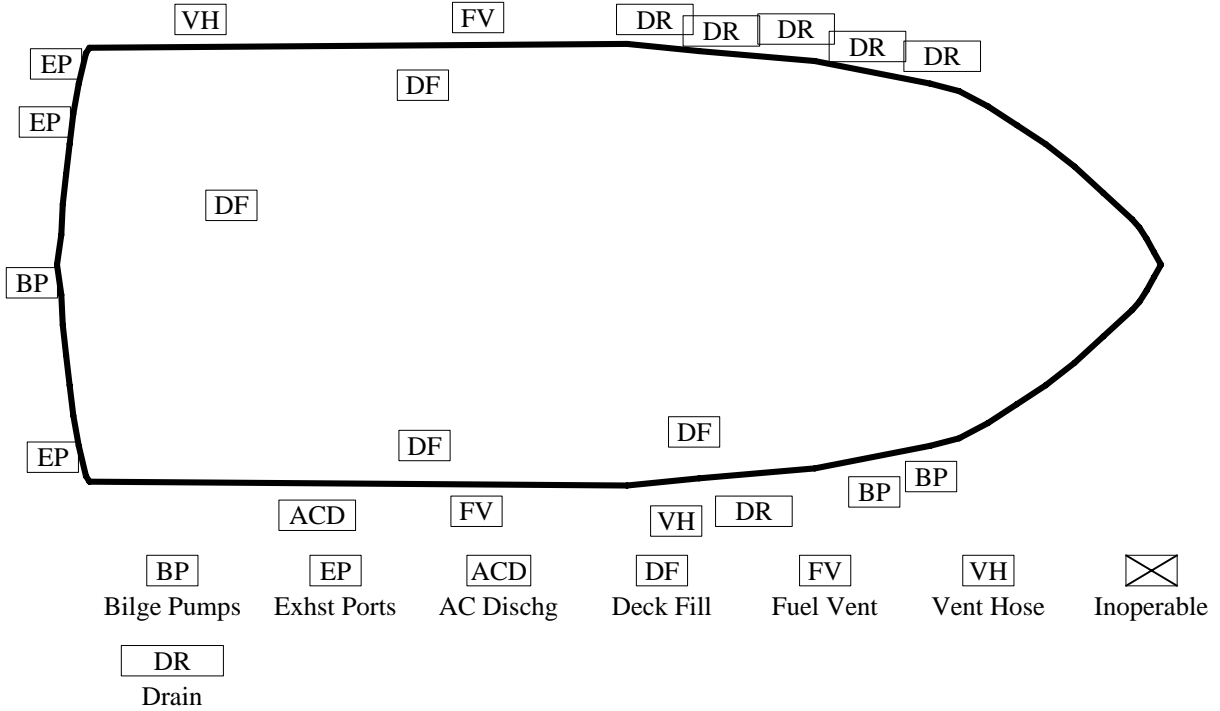
Bennett trim tab electric hydraulic system. Not tested by surveyor.

III. SYSTEMS

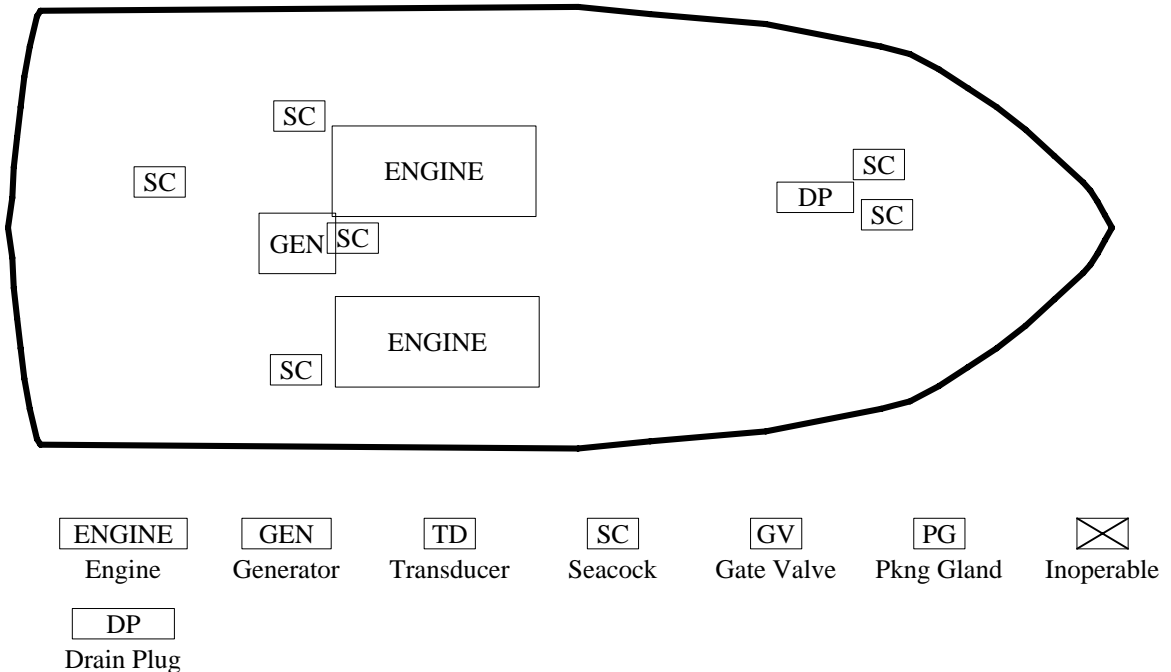
THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



THRU-HULLS BELOW WATER LINE (DIAGRAM):



III. SYSTEMS

BONDING SYSTEM

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

- One (1) Type I-U.S.C.G. approved.
- Four (4) Type II-U.S.C.G. approved.

NUMBER OF THROWABLE PFD'S:

- One (1) Type IV-U.S.C.G. approved throwable device.

FIRE EXTINGUISHERS:

- Three (3) Type BI (2lbs) dry chemical with gauges. Appear serviceable.

VISUAL DISTRESS SIGNALS:

***B5**

- Flares were 12 gauge Day/night visual distress signals and hand held flares. Out of date.

SOUND DEVICES:

- Whistle: Yes operable.
- Bell: Yes, operable.

NAVIGATION LIGHTS:

- All required lights were present and operable.

"NO OIL DISCHARGE" PLAQUE:

- Yes, found properly displayed in engine space.

TRASH DISPOSAL PLACARD:

***B6**

- Yes, found properly displayed in main salon area. Note: Vessels over 40' are required to have a written waste management plan onboard as well.

WASTE MANAGEMENT PLAN (OVER 40'):

***B7**

- None Sighted.

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:

- None Sighted. Highly recommended.

SEARCH LIGHT:

- Yes

FIRST AID KIT:

- Yes

III. SYSTEMS

SAFETY EQUIPMENT

BILGE PUMPS

TABLE:

Lovett900	forward	auto	operable
Lovett900	aft	auto	operable

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Bronze alloy, three bladed props, size stamped 25 X 27. Appear serviceable.

PROPELLER SHAFT(S):

Prop shaft diameter is 1 3/8 inch. Material: Stainless steel. Spares: One.

SHAFT BEARING (CUTTLESS BEARING):

Cuttless bearings showed no signs of sloppiness or end play.

STRUTS:

Single I-beam strut forward. Cast bronze V type configuration aft. Appears serviceable.

THRU-HULLS:

Bronze thru-hulls fittings all serviceable.

GROUNDING PLATES:

Yes, port and starboard transom.

ZINCS:

Mounted on shafts, rudders and trim tabs. Appear serviceable. Monitor frequently.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None sighted. Note: Symptomatic evidence of blistering can be obscured by fresh bottom coatings, a dry storage period during which blisters can de-pressurize, bottom sanding, and other conditions or actions. Surveyor has no first hand knowledge of the history of bottom maintenance, blistering repairs, or prophylactic coatings.

CONDITION OF BOTTOM PAINT:

Bottom paint too heavy and is starting to chip-off. (see images 0049 - 0051)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

MANUFACTURER:

Cruise Air.

NUMBER OF UNITS:

Three. Two model # 7HAFW. Serial #'s: 17781 & 37781. One model # FWAH16. Serial # D990018.

III. SYSTEMS

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING) (*Continued*)

LOCATION:

Under cockpit sole.

BTU CAPACITY:

Galley: 7,000.

V-berth: 7,000.

Salon: 16,000.

HOSES, CLAMPS AND CONNECTORS:

Appear to be adequately sized and serviceable for application.

IV. FINDINGS AND RECOMMENDATIONS

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

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS

RECOMMENDATIONS

B.1 (PAGE 10)

Raw water seacocks required a wrench to operate. No wrench sighted.

Investigate further and provide a wrench in the immediate vicinity of the raw water seacocks so that they may be closed. Further investigate and repair as necessary.

B.2 (PAGE 11)

Both port and starboard main engine fuel lines are beginning to chafe at the inboard aft motor mounts. (see images 0019 - 0020)

Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

B.3 (PAGE 11)

Batteries are not well secured.

Secure battery. CFR 183.420 NFPA 302 7-43.

B.4 (PAGE 14)

Starboard rudder packing gland is leaking. (see image 0029)

Further investigate and repair as necessary.

B.5 (PAGE 17)

Day/night visual distress signals and hand held flares. Out of date.

Comply with USCG regulations for Visual Distress Signals.

B.6 (PAGE 17)

Not properly displayed in the main salon. No trash dumping plan sighted onboard.

Comply with USCG regulations for Trash dumping and plan. There is a large fine imposed for non-compliance.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS

RECOMMENDATIONS

B.7 (PAGE 17)

No waste management plan sighted.

Provide waste management plan as per 33CFR 151.57. Example: All vessel refuse is placed in trash bags which are stored onboard until they can be disposed of ashore. The person in charge of carrying out this plan is _____.

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS

RECOMMENDATIONS

C.1 (PAGE 5)

Higher than anticipated moisture readings in the following areas.

Port inboard aft stringer. (see image 0007) Moisture reading of 17%. Inspection hole has been drilled in this area. (see image 0008) The core material appears wet but is still solid to the pick. FRP material is 1/4" thick.

Further investigate and repair as necessary. NOTE: Core material starts to decompose at approximately 20% moisture content. The normal moisture content of wood is 12%. FRP thickness of 1/4" is felt to be substantial enough to provide structural integrity without the help of the core material.

Center partial bulkhead aft. (see image 0009) Moisture reading of 20%. Inspection hole has been drilled in this area. (see image 0010) The core material has discolored and is wet. Still solid to the pick. FRP material is 1/4" thick.

Outboard starboard stringer aft. (see image 0011) Moisture reading of 18%. The core material was solid at the limber hole. FRP is 1/4" thick.

Outboard port aft stringer. (see image 0012) Moisture reading of 18%. The core material was starting to decompose at the limber hole.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS

RECOMMENDATIONS

C.2 (PAGE 6)

Forward windshield is moldy both port and starboard as well as the protective cover. (see images 0004 - 0006)

Further investigate and repair as necessary.

C.3 (PAGE 8)

Front caster has broken loose on sofa bed.

Further investigate and repair as necessary.

C.4 (PAGE 13)

There is no hose connected to the over flow valve on the hot water tank and in the event of over flow it will flood onto the plywood support.

Investigate further and safely dispose of hot water discharge from the pressure relief valve.

C.5 (PAGE 14)

The wooden platform that the Waste holding tank is mounted on is rotted. (see images 0013 - 0014, 0028)

Investigate further and renew as necessary.

NOTE: It is recommended that all below the water line thru-hulls have a proper sized wooden plug attached to function as emergency plugging device.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to 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 factory new - loaded 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 extras.

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

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

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 and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and 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 cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is (subject to the satisfactory results of a sea trial):

******\$83,000.00**

Eighty Three Thousand Dollars and Zero cents

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:

\$322,000.00

Three Hundred Twenty Two Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "THE HOOKER" , 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 August 17, 2004 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use of RECREATIONAL in the STRAITS OF GEORGIA. Other deficiencies list should be attended to in a timely fashion.

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, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

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 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 is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR: _____

John C. Roesch, SAMS-SA

WATERS EDGE MARINE SURVEY
MARINE SURVEYOR AND CONSULTANT

1974 Pacemaker 40 Sportfish

THE HOOKER

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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(419) 609-0852 Fax (419) 609-9850

REPORT OF MARINE SURVEY

OF THE VESSEL

"THE HOOKER"

1974 Pacemaker 40 Sportfish

**CONDUCTED BY
John C. Roesch**

**ASSISTANT
Pamela J. Roesch**

PREPARED FOR:

August 17, 2004 at 9:30 A.M.

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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