

**C & C MARINE SERVICES**  
MARINE SURVEYOR AND CONSULTANT

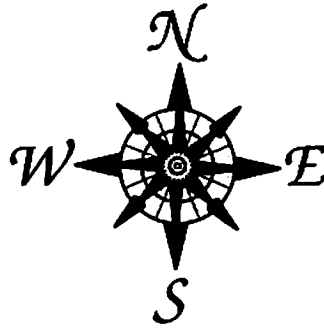
**1980 Norbelle 37 Custom Sloop**

***Pearly Gates***



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

**C&C MARINE SERVICES**



**Report of Marine Survey**

**Of The Vessel**

***Pearly Gates***

**1980 Norbelle 37 Custom Sloop**

Conducted by  
**Capt. Chris Chesbrough**

**SAMS® Accredited Marine Surveyor #1237**

**PREPARED EXCLUSIVELY FOR:**

**April 1st 2024**

**MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS**

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of the attending surveyor did attend onboard the *1980 Norbelle 37 Custom Sloop, Pearly Gates* beginning on April 1st 2024 at 09:00 where an "in-the-water-survey" re-attendance survey was conducted at The ship's papers were not viewed. The Hull Identification Number was verified from the transom. 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 not performed. The reason for the survey, was to ascertain the physical condition and value of the vessel for appraisal purposes. 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/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc. The rigging was inspected from deck level and it is recommended and understood that all Rigging be surveyed by a qualified Rigging Surveyor to determine detailed condition of Rigging and associated equipment.

## 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 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.

# I. INTRODUCTION

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## VESSEL DESCRIPTION

Pearly Gates is a custom sloop built by Fjord Boats in Arendal Norway. This is a fiberglass hull using various weights of Roven, Mat and cloth. There is a fiberglass cabin top with teak deck overlays over fiberglass laminate. The vessel is sloop rigged with keel stepped mast and furling jib. The cockpit has seating with pedestal helm steering. The companionway leads to the main cabin with Nav station to stbd and Galley to port. There is a dining table with settee's port and stbd with lee board berths. There are two berths in the Forepeak with separate head compartment. There are two berths aft, port and stbd of the engine compartment. The engine is at the base of the companionway with removable access panels.

The vessel was found in progress of restoration with overhead and teak panels removed with various projects in process. The vessel has been sitting for a period of time and mold has started to develop in the interior. The start battery was discharged and the engine was unable to be run.

The house batteries were low. The weather was clear and mild. The owner was not present at time of survey. Photos were provided of sails that were in storage. It was reported that there is a stove/oven in storage.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

SURVEY PREPARED FOR: .....

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NAME OF VESSEL: ..... **Pearly Gates**  
TYPE OF SURVEY: ..... **Condition and Value**  
OVERALL VESSEL RATING: ..... **\*\*\*\* POOR**  
ESTIMATED MARKET VALUE: ..... **\$15,000 (As she lays)**  
ESTIMATED REPLACEMENT COST: ..... **\$289,000**  
BUILDER: ..... **Fjord Boats**  
YEAR BUILT: ..... **1980 (Reported)**  
HULL NUMBER: ..... **N3709**  
HAILING PORT: ..... **San Francisco, CA**  
OFFICIAL NUMBER: ..... **697817**  
OWNER: .....

PLACE OF SURVEY: .....  
DATE/TIME OF SURVEY: ..... **April 1st 2024 0900**  
HULL MATERIAL: ..... **Fiberglass**  
HULL TYPE: ..... **Displacement hull, fin keel and rudder on skeg.**  
LENGTH OVER ALL (L.O.A.): ..... **37.1 '**  
BEAM: ..... **10.9'**  
DRAFT: ..... **6'**  
GROSS TONS: ..... **12 Tons**  
NET TONS: ..... **11 Tons**  
PROPULSION SYSTEM: ..... **Sail and auxiliary diesel.**  
FUEL TYPE: ..... **Diesel.**  
FUEL CAPACITY: ..... **37 gal**

## II. GENERAL INFORMATION

---

AC POWER: ..... 110 volt.  
DC POWER: ..... 12 volt.  
FRESH WATER CAPACITY: ..... 60 gal  
HOLDING TANK: ..... N/A  
INTENDED USE: ..... Recreational, San Francisco Bay and Delta

### DEFINITION OF TERMS:

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.

# III. SYSTEMS

## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:**

Displacement hull, fin keel and rudder on skeg.  
USCG document not viewed and appears to be expired.

**\*B.1**

Documentation number



**Bow view**



**Hull ID**

**MATERIAL:**

Fiberglass

**EXTERIOR HULL:**

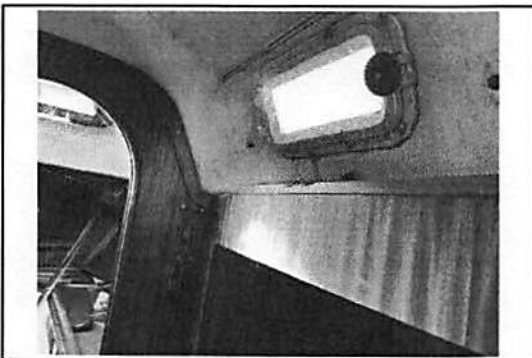
White gelcoat with blue boot top. Gelcoat is showing oxidation. Recommend to buff and wax.

**PORTLIGHTS:**

Opening aluminum ports. Gaskets worn, missing hardware.

**\*B.2**

Portlights



**Portlights**



# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION(*continued*)

#### BULKHEADS:

Athwartships reinforcement enhanced by plywood bulkheads. There is some wood decay at the base of the forward bulkhead. Cabin door not closing correctly indicating warpage in bulkhead. Mold and mildew sighted on bulkheads. Tabbing appears to be in serviceable condition.

#### TRANSOM:

Transom appears serviceable. There are open fastener holes from what appears to be a wind vane that was mounted on transom. Recommend to fill the holes to avoid water intrusion.



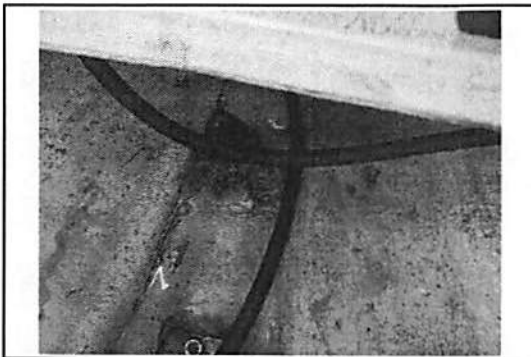
**Stern View**

#### BILGE:

Bilge areas were generally clean, some water present. See notes regarding low voltage to bilge pumps

#### BALLAST (KEEL BOLTS):

Stainless keel bolts appear serviceable. Recommend to follow manufacturers guidelines for keel bolt maintenance and replacement timelines. Complete inspection not available.



**Keel bolts**

# III. SYSTEMS

## HULL DECK AND SUPERSTRUCTURE

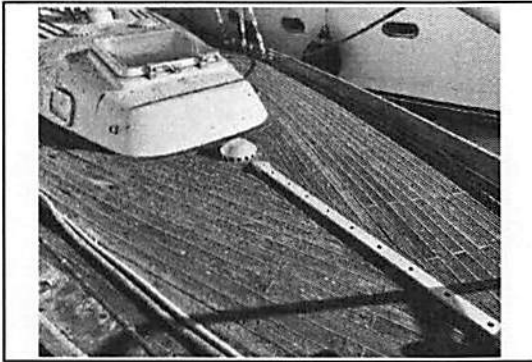
### DECK CONSTRUCTION

TYPE:

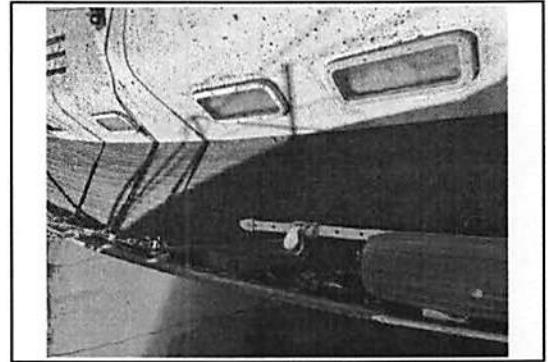
Teak overlays on fiberglass over plywood. The decks show signs of wear. The teak was found to be tight to the decks. Some bungs missing on fasteners. Water channel teak overlays at toe rails in poor condition.

**\*B.3**

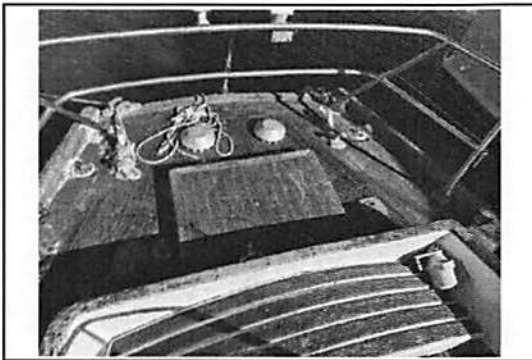
Teak deck overlays



Decks



Decks



Decks

# III. SYSTEMS

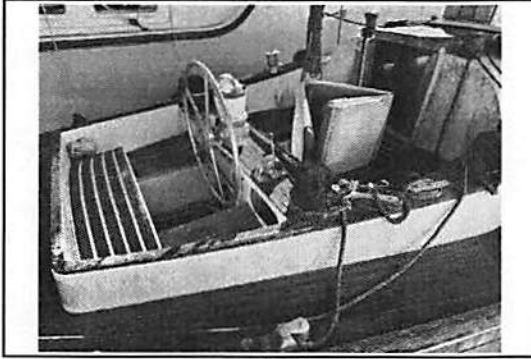
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## HULL DECK AND SUPERSTRUCTURE

### DECK CONSTRUCTION(*continued*)

#### COCKPIT:

Cockpit with seating. Teak overlays.

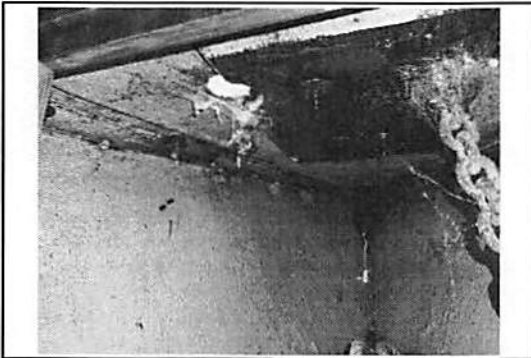


Cockpit

### HULL-TO-DECK JOINT

#### TYPE:

The hull to deck joint appeared serviceable where sighted.  
Condensation sighted on joint and areas of water intrusion sighted.



Hull to deck joint

### DECK FITTINGS

#### STANCHIONS:

Stanchions and life lines removed.

#### \*B.4

Stanchions and lifelines

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### DECK FITTINGS(*continued*)

#### CHOCKS AND CLEATS:

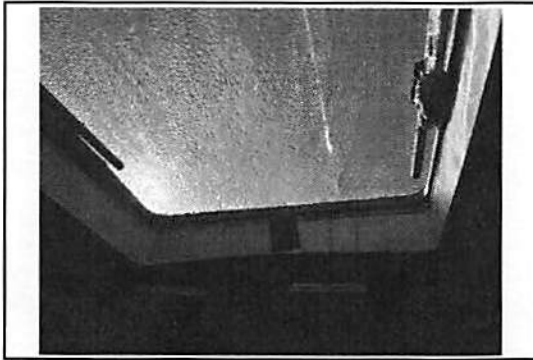
Chocks and cleats appeared serviceable.

#### HATCHES:

Opening hatches are worn with worn seals.

#### **\*B.5**

Hatch seals



Escape hatch

### SUPERSTRUCTURE

#### MATERIAL:

Fiberglass cabin top. The cabin top needs to be pressure washed to remove moss and mold.

#### **\*B.6**

Moss and mold



Cabin top

# III. SYSTEMS

## HULL DECK AND SUPERSTRUCTURE

### SUPERSTRUCTURE(*continued*)

#### WINDOWS/PORTS/DOORS:

Companionway in serviceable condition.  
Fixed windows should be water tested.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

#### GENERAL EQUIPMENT:

Lines and fenders  
Shore power cable  
Shop Vac and misc tools and spares.

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

#### JOINERY AND FINISH:

Teak interior has mold build up. Many trim pieces are removed  
Various teak panels and pieces are in good condition.



Cabin



Cabin



Nav Station



Trim removed

# III. SYSTEMS

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## CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

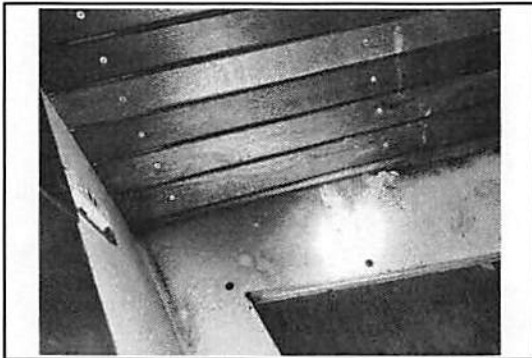
JOINERY AND FINISH:(*continued*)



**Mold in Cabin**

WATER INTRUSION SIGNS:

As previously noted there are several areas of deck leaks.



**Rain water intrusion**

HEADLINERS:

Headliner was removed in several areas.

FABRIC AND CUSHIONS:

No cushions onboard.

# III. SYSTEMS

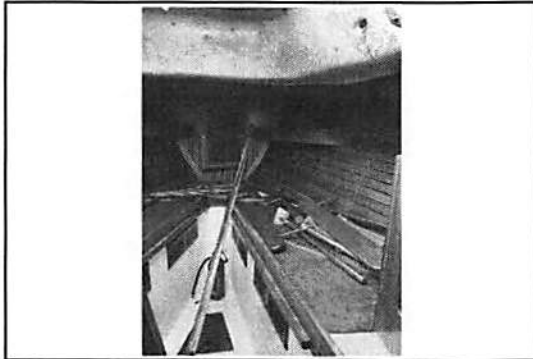
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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:(*continued*)

#### ACCOMMODATIONS:

- Twin bunks in forepeak
- Lee berths in main cabin
- Two bunks aft



V berth



Quarter berth



Quarter berth

# III. SYSTEMS

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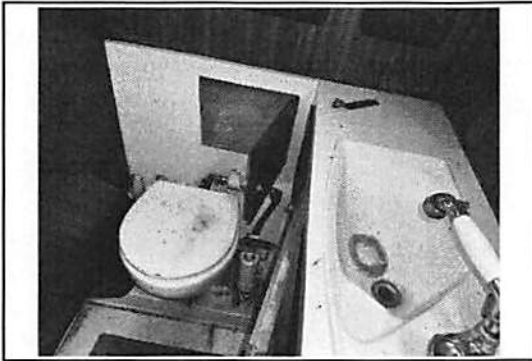
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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:(*continued*)

#### HEADS:

Manual head in separate compt. Not tested.



Head

#### FAUCET FIXTURES:

Faucets and fixtures in fair condition.

#### LIGHT FIXTURES:

Light fixtures removed

#### CONDITION AND DEFICIENCIES:

The interior is in process of restoration with many systems and structures disassembled. Mold and mildew through out and needs to be cleaned and sanitized.

#### **\*B.7**

Interior cleaning



# III. SYSTEMS

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## CABIN APPOINTMENTS

### GALLEY

LOCATION:

Galley with stainless sink

Large ice boxes with cold plate refrigeration (not connected)



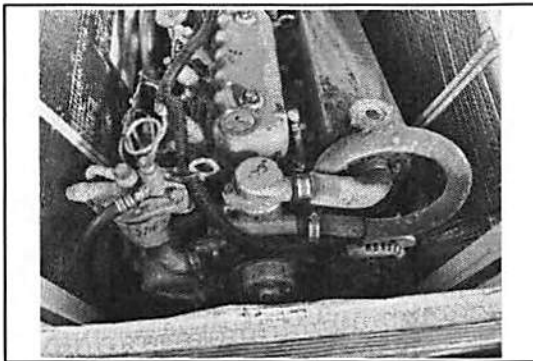
Fridge

## PROPULSION

### MAIN ENGINES

TYPE:

Isuzu Pisces Diesel



Engine

SERIAL NUMBERS:

N/A

HORSE POWER:

Approx 35 hp

# III. SYSTEMS

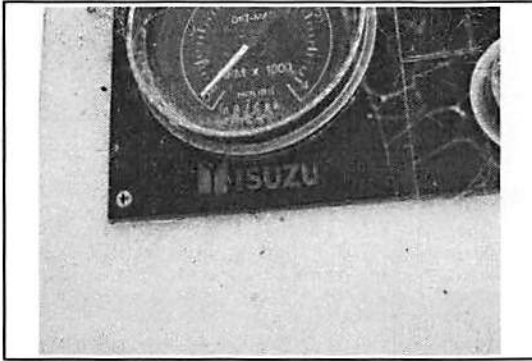
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## PROPULSION

### MAIN ENGINES *(continued)*

#### INDICATED HOURS:

758 hours on meter



**Engine Hours**

#### THROTTLE CONTROLS:

Morse mechanical lever/cable type

#### ENGINE MOUNTS AND BED:

Engine bed stringers with thru-bolted steel motor mounts, and adjustable feet. Corrosion sighted.

#### EXHAUST SYSTEM:

Raw Water cooled

#### INSULATION:

Sound insulation appears serviceable

#### PROP SHAFTS:

Stainless steel 1 " diameter. Appeared serviceable.

#### STUFFING BOX:

Dripless shaft gland



**Dripless shaft gland**

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES *(continued)*

#### CONDITION AND DEFICIENCIES:

The engine was not able to be started due to battery condition.

There is corrosion on the back of the engine that should be addressed. Recommend to clean, treat and paint as corrosion prevention.

Full service to the engine would be recommended.

### COOLING SYSTEM

#### TYPE:

Heat exchanger with raw water cooled exhaust

### TRANSMISSIONS

#### TYPE:

Hydraulic



Transmission

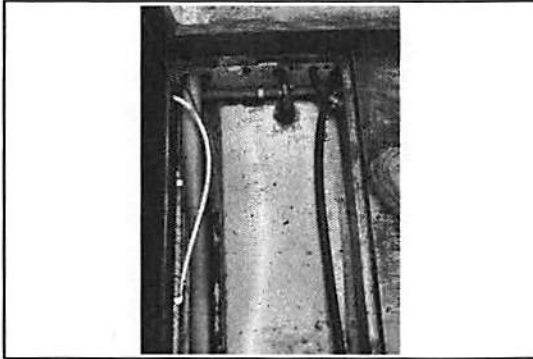
# III. SYSTEMS

## FUEL SYSTEM

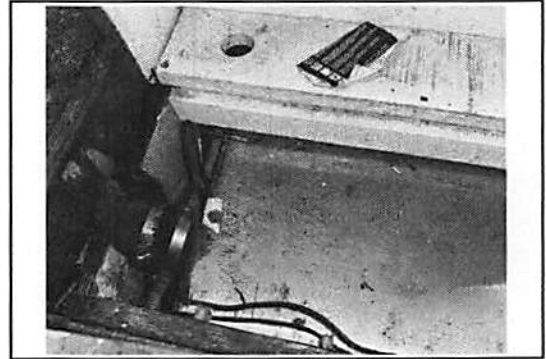
### MAIN ENGINE(S) FUEL SYSTEM

#### MATERIAL:

Stainless Steel fuel tank mounted under cabin sole.  
Some surface corrosion sighted. appears serviceable



Fuel tank



Fuel tank

#### FUEL FILTERS:

Yes. Both remote mounted filter/water separator type and engine mount.



Fuel filter

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)

#### VOLTAGE:

12 volt system.

The electrical system was found to be in process of restoration.

**\*B.8**

Electrical system

# III. SYSTEMS

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)(continued)

#### BATTERIES:

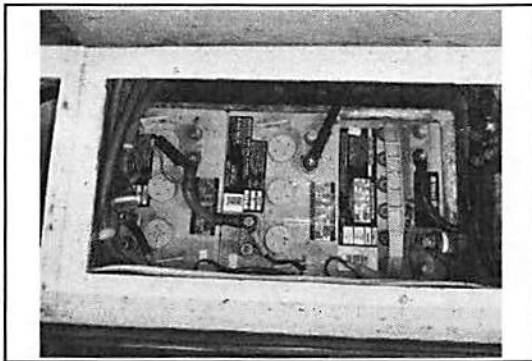
Two 6 volt Gel Cell batteries. Low voltage.

One Grp 24 AGM. No voltage

Replacing batteries is recommended.

#### \*B.9

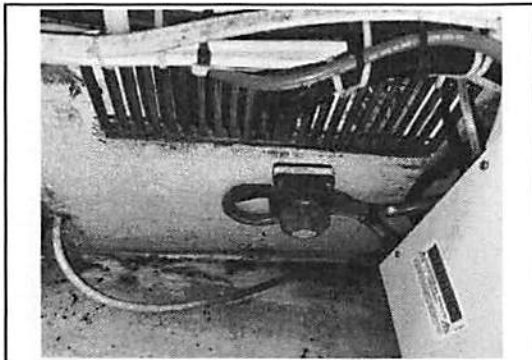
Battery condition.



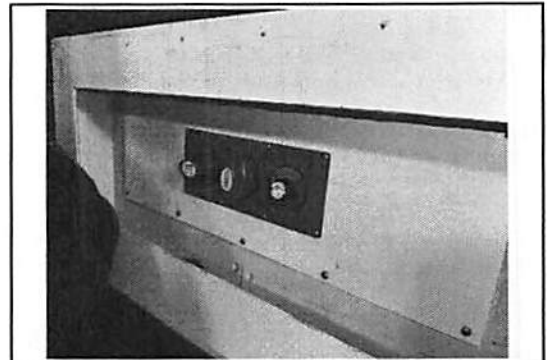
**Batteries**

#### MAIN BATTERY SWITCHES:

Rotary Switches



**Battery Switch**



**Battery Switches**

# III. SYSTEMS

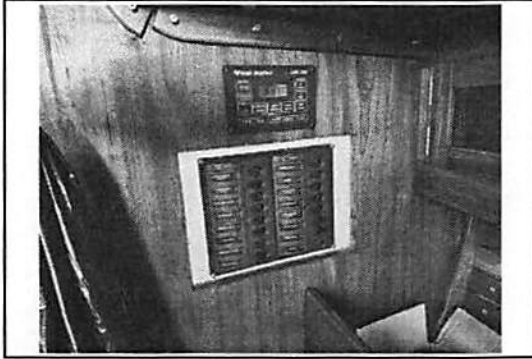
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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)(continued)

#### PANEL:

The main electrical panel is main cabin. This appears to be an updated panel.



**Distribution panel**

#### ROUTING/SUPPORT:

The wiring that is installed appears to be well secured. Many circuits are not connected and under restoration.

#### CHARGING SYSTEM:

Xantrex Freedom 15 Inverter Charger.

There was an error code on the inverter panel and the batteries appear to not be getting charged.

Engine Alternator

#### **\*B.10**

Inverter/Charger error code

### ELECTRICAL SYSTEM (AC SYSTEM)

#### SHORE POWER:

110 VAC shore power cable with hubbell style inlet.

# III. SYSTEMS

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (AC SYSTEM)(continued)

#### BRANCH BREAKERS:

Main and branch breakers on distribution panel



Distribution panel

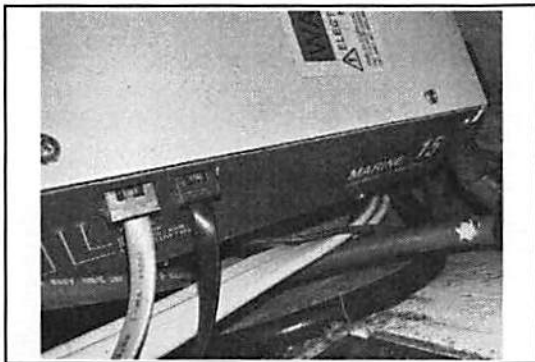
#### OUTLETS:

AC outlet available, appears adequate. GFCI (ground fault circuit interrupter) sighted

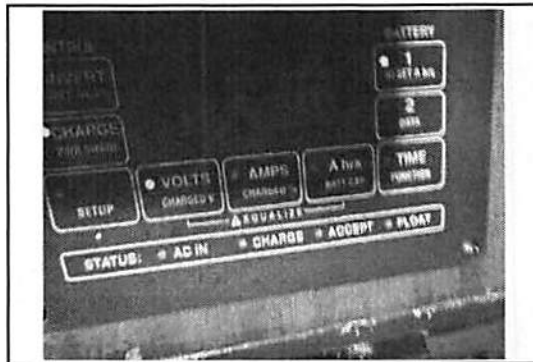
### GENERATORS AND INVERTERS

#### DC/AC INVERTER:

Xantrex Freedom 15 Inverter Charger. Powers up, not tested due to error message.



Inverter



Inverter panel

# III. SYSTEMS

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## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

#### STORAGE TANKS:

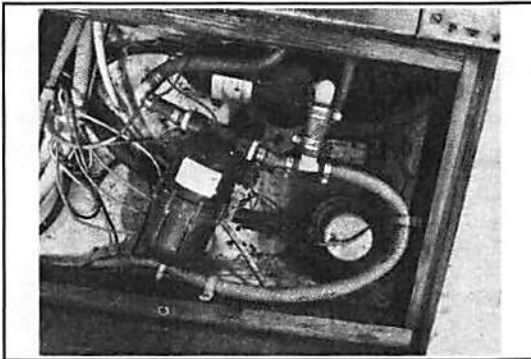
Stainless steel tank located under cabin sole.



**Water tank**

#### PUMPS:

A 12 volt demand diaphragm type water pump with accumulator tank. Not tested due to low batteries



**Fresh water pump & Bilge pump**

## SANITATION

### SANITATION (BLACK WATER)

#### M.S.D TYPE USCG SYSTEM:

There is no MSD (holding tank) onboard.

#### \*A.1

Holding tank



# III. SYSTEMS

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## STEERING SYSTEM

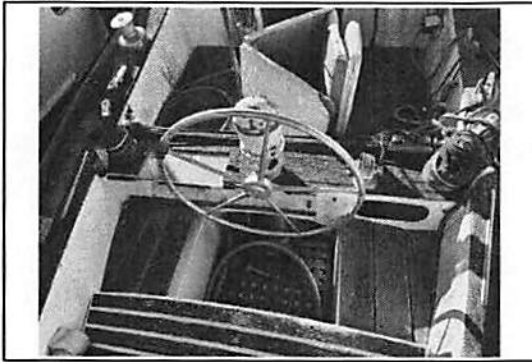
### STEERING SYSTEM

TYPE:

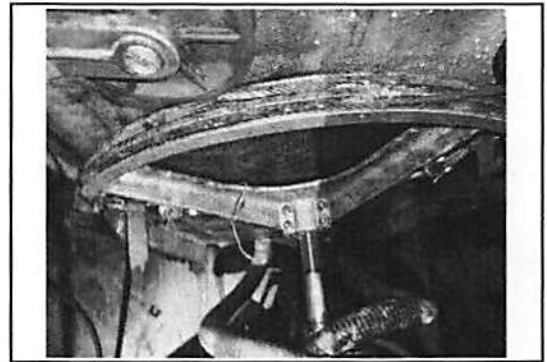
Pedestal helm with Cable over quadrant. The steering cables were loose.

**\*B.11**

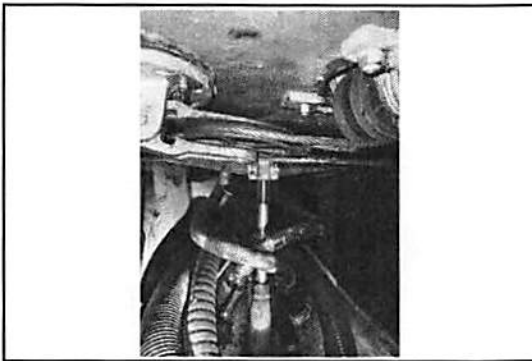
Steering cables loose



Helm



Quadrant



Steering gear

PACKING GLAND:

Appeared serviceable.

# III. SYSTEMS

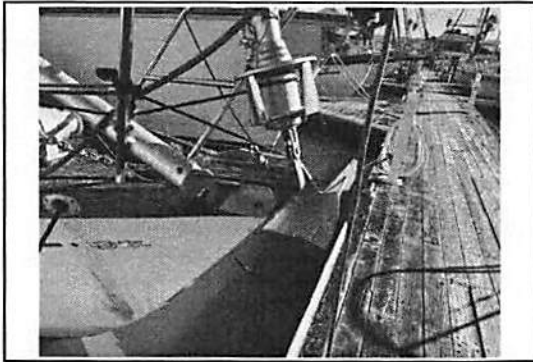
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## GROUND TACKLE

### GROUND TACKLE

#### ANCHORS:

Delta Approx. 35# with adequate chain and nylon rode



Anchor on Bow roller



Chainlocker

#### WINDLASS:

Manual windlass



Windlass

# III. SYSTEMS

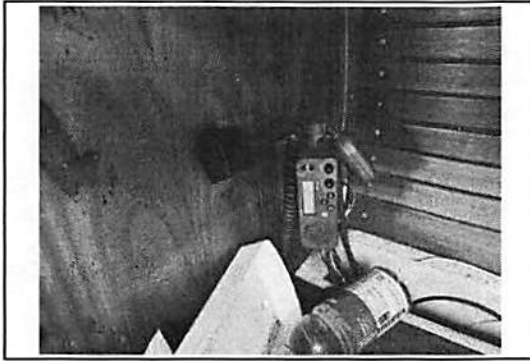
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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

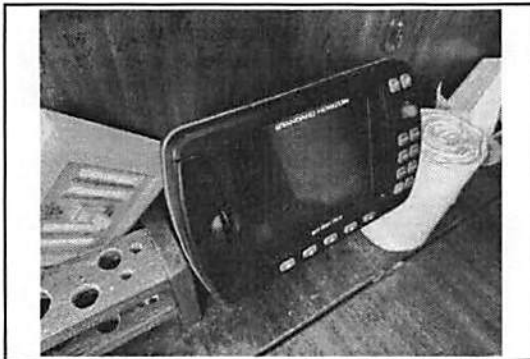
Apelco VHF. Not tested



VHF

CHART PLOTTER:

Standard Horizon GPS Chart 175 C. Not tested



Chartplotter

SPEED LOG:

Raymarine ST60

# III. SYSTEMS

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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT *(continued)*

#### DEPTH SOUNDER:

Raymarine ST60.

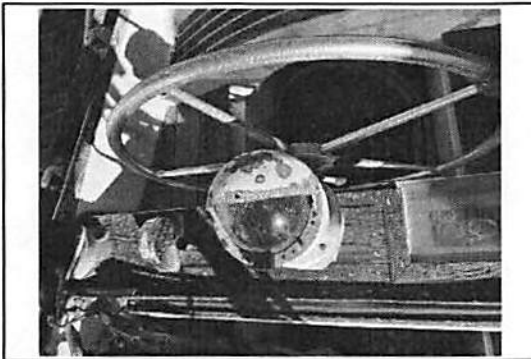
Raymarine ST60 Wind Instruments.



**Electronics**

#### COMPASSES:

Compass appears to be dry. Recommend new compass or service.



**Compass**

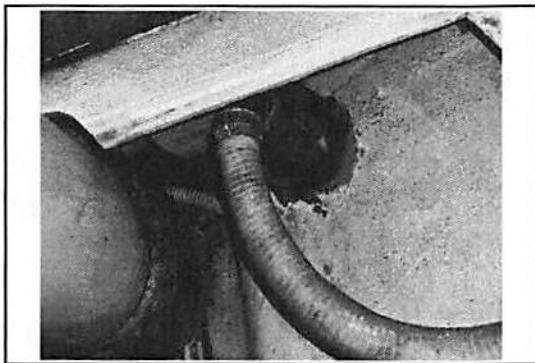
# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS:

#### CONDITION:

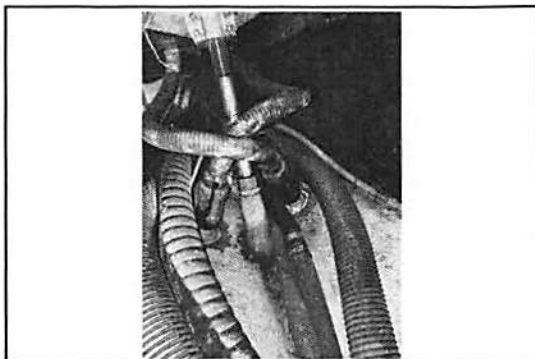
Bronze and Marelon T hull valves. Appears serviceable  
Recommend to actuate periodically to maintain smooth operation



T hull



T hull



Rudder post & T hull drains

## BONDING SYSTEM

### BONDING SYSTEM

#### MAIN BONDING CONDUCTOR:

There is not a main bonding conductor on the vessel.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

#### NUMBER AND TYPE OF PFD'S:

None Sighted

**\*A.2**

USCG requires an approved PFD for everyone onboard while underway.

#### NUMBER OF THROWABLE PFD'S:

None sighted

**\*A.3**

No throwable PFD sighted

#### FIRE EXTINGUISHERS:

One (1) 5B dry chemical with gauges. Expired. Recommend to add additional fire ext to inventory and mount in readily accessible location.

**\*B.12**

Fire extinguishers are out of date.

#### VISUAL DISTRESS SIGNALS:

Not viewed

**\*A.4**

Day/night visual distress signals and hand held flares.

#### SOUND DEVICES:

None Sighted.

**\*A.5**

No sound device onboard.

#### NAVIGATION LIGHTS:

Not tested

#### "NO OIL DISCHARGE" PLAQUE:

Yes, Placards properly displayed

### AUXILIARY SAFETY EQUIPMENT

#### SMOKE DETECTOR:

Smoke and CO detectors are highly recommended.

# III. SYSTEMS

## SAFETY EQUIPMENT

### BILGE PUMPS

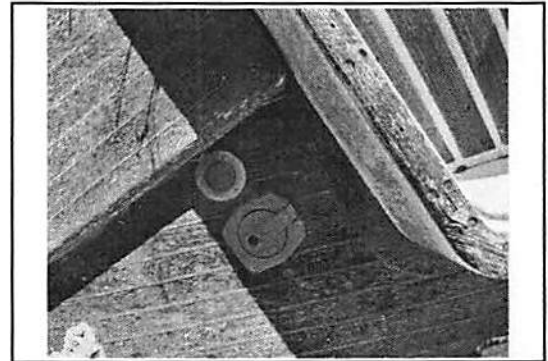
LIST:

Two (2) Rule automatic with float switch. Low voltage would operate pumps, but not pumping water due to low voltage.

Two Manual gusher pumps.



Bilge pump



Manual bilge pump

## STANDING RIGGING

### STANDING RIGGING

MAST:

Aluminum keel stepped mast.



Rig



Mast

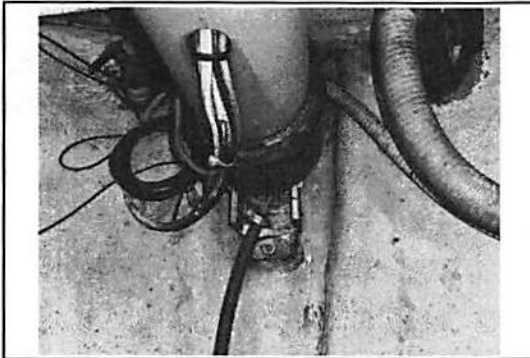
# III. SYSTEMS

## STANDING RIGGING

### STANDING RIGGING(*continued*)

#### MAST STEP:

Mast step appears in serviceable condition.



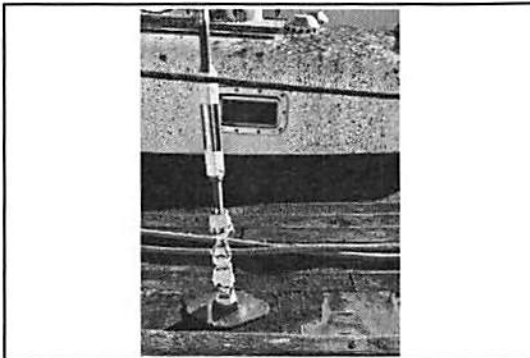
**Mast Step**

#### SPREADERS:

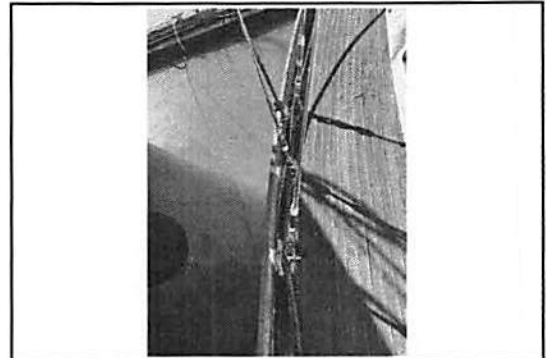
Double spreader rig.

#### SHROUDS AND STAYS:

Stainless 1x19 rigging. Appears serviceable. Unknown age of rigging.



**Shroud**



**Shrouds**



# III. SYSTEMS

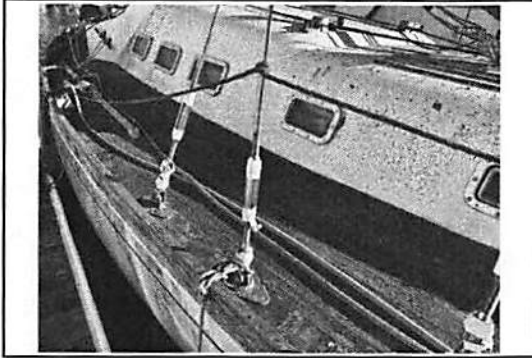
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## STANDING RIGGING

### STANDING RIGGING(*continued*)

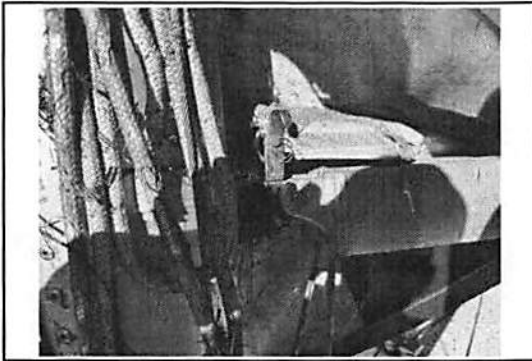
#### SHROUDS AND STAYS:(*continued*)



**Shrouds**

#### BOOMS:

Aluminum boom. Appeared Serviceable with boom vang.  
Spinnaker pole.



**Boom Gooseneck**



**Boom**

#### CHAIN PLATES:

Internal chain plates bolted to knees. Encapsulated shroud chainplates.  
Bow and stern chainplates appear in serviceable condition.

# III. SYSTEMS

## RUNNING RIGGING

### RUNNING RIGGING

#### WINCHES:

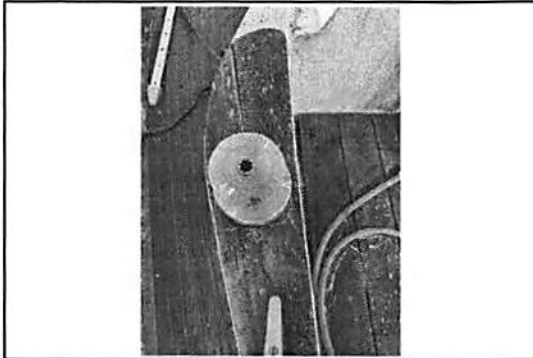
Two (2) Lewmar 43

Two (2) Barbarossa 40

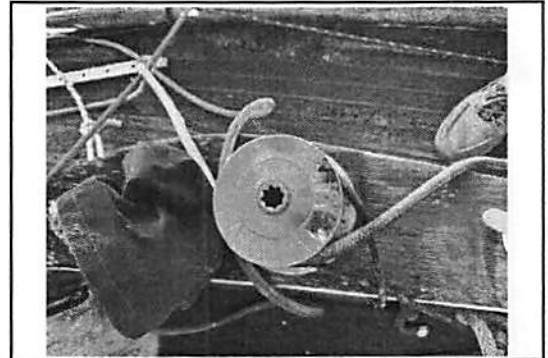
One (1) Barbarossa 30

One (1) Barient 16

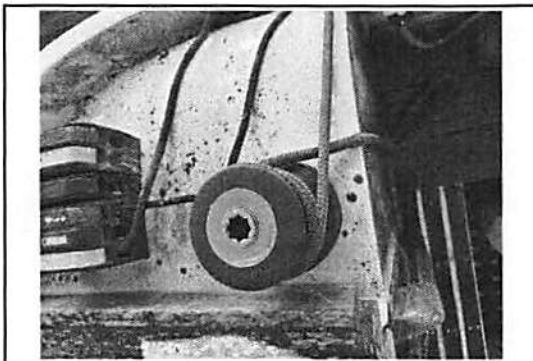
Recommend to service and lubricate winches.



Winch



Winch



Winch

#### SAIL TRACK:

Deck mounted sail tracks with cars.

#### MAIN SHEET TRAVELER:

Mainsheet traveler. Appeared serviceable.

#### HALYARDS:

Yacht Braid. Halyards are showing signs of age.

# III. SYSTEMS

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## RUNNING RIGGING

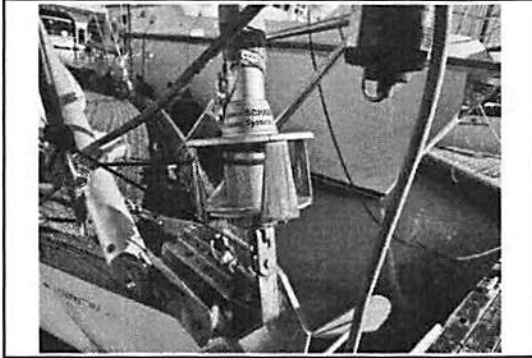
### RUNNING RIGGING(*continued*)

#### SHEETS:

Yacht braid sheets are showing signs of age

#### ROLLER FURLING GEAR:

Schaefer Furler appears in serviceable condition.



Furler

#### CAM CLEATS:

Clutches appeared serviceable.

#### NOTE:

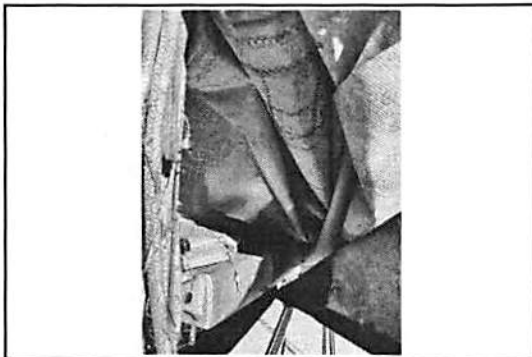
The running rigging onboard is worn and should be replaced.

## SAILS

### SAILS

#### MAINSAIL:

Mainsail with cover on boom. The sail is showing signs of age.



Main sail

# III. SYSTEMS

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## SAILS

### *SAILS(continued)*

#### HEADSAIL:

Headsail on furler. Showing signs of age

#### SAILS: (INVENTORY):

Main sail on boom

Jib on furler

Reported 5 spare head sails in storage

## 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

### A. SAFETY DEFICIENCIES:

#### A.1 (PAGE 21) M.S.D TYPE USCG SYSTEM:

FINDINGS	RECOMMENDATIONS
Holding tank	<i>Comply with USCG regulations. Install MSD (Marine sanitation device)</i>

#### A.2 (PAGE 27) NUMBER AND TYPE OF PFD'S:

FINDINGS	RECOMMENDATIONS
USCG requires an approved PFD for everyone onboard while underway.	<i>Comply with USCG Safety Regulations.</i>

#### A.3 (PAGE 27) NUMBER OF THROWABLE PFD'S:

FINDINGS	RECOMMENDATIONS
No throwable PFD sighted	<i>Comply with USCG Safety Regulations.</i>

#### A.4 (PAGE 27) VISUAL DISTRESS SIGNALS:

FINDINGS	RECOMMENDATIONS
Day/night visual distress signals and hand held flares.	<i>Comply with USCG regulations for Visual Distress Signals. Purchase new flare kit.</i>

#### A.5 (PAGE 27) SOUND DEVICES:

FINDINGS	RECOMMENDATIONS
No sound device onboard.	<i>Comply with USCG regulations for Sound Devices.</i>

## IV. FINDINGS AND RECOMMENDATIONS

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

#### B.1 (PAGE 5) TYPE:

FINDINGS	RECOMMENDATIONS
Documentation number	<i>U.S.C.G. documentation number not affixed to hull. The vessel must have the official number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO ." on some clearly visible interior integral structural part of the vessel. Recommend to obtain current document and keep a copy onboard.</i>

#### B.2 (PAGE 5) PORTLIGHTS:

FINDINGS	RECOMMENDATIONS
Portlights	<i>Recommend to replace seals on portlights and replace any missing hardware.</i>

#### B.3 (PAGE 7) TYPE:

FINDINGS	RECOMMENDATIONS
Teak deck overlays	<i>Investigate further and repair or renew as necessary.</i>

#### B.4 (PAGE 8) STANCHIONS:

FINDINGS	RECOMMENDATIONS
Stanchions and lifelines	<i>Recommend to re-install stanchions and lifelines using good marine practices and materials.</i>

#### B.5 (PAGE 9) HATCHES:

FINDINGS	RECOMMENDATIONS
Hatch seals	<i>Investigate further and repair or renew as necessary to achieve watertight seal when shut.</i>

#### B.6 (PAGE 9) MATERIAL:

FINDINGS	RECOMMENDATIONS
Moss and mold	<i>Recommend to pressure wash topsides to clean.</i>

#### B.7 (PAGE 13) CONDITION AND DEFICIENCIES:

FINDINGS	RECOMMENDATIONS
Interior cleaning	<i>Clean and sanitize all interior surfaces to remove mold and mildew. Recommend a dehumidifier or Air dryer with fan to help eliminate stagnant air.</i>

## IV. FINDINGS AND RECOMMENDATIONS

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

#### B.8 (PAGE 17) VOLTAGE:

FINDINGS	RECOMMENDATIONS
Electrical system	<i>Recommend to complete restoration of electrical circuits. Utilizing ABYC E-11 guidelines as a reference is recommended.</i>

#### B.9 (PAGE 18) BATTERIES:

FINDINGS	RECOMMENDATIONS
Battery condition.	<i>Recommend to charge batteries with appropriate charger and determine if usable. Replace if necessary.</i>

#### B.10 (PAGE 19) CHARGING SYSTEM:

FINDINGS	RECOMMENDATIONS
Inverter/Charger error code	<i>Investigate further and repair or renew as necessary.</i>

#### B.11 (PAGE 22) TYPE:

FINDINGS	RECOMMENDATIONS
Steering cables loose	<i>Tighten steering cables.</i>

#### B.12 (PAGE 27) FIRE EXTINGUISHERS:

FINDINGS	RECOMMENDATIONS
Fire extinguishers are out of date.	<i>Comply with ABYC and NFPA recommended standards for fire protection. Purchase new fire extinguishers and mount in readily accessible locations</i>

## V. SUMMARY AND VALUATION

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### **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:**

POOR



## V. SUMMARY AND VALUATION

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### 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.

Values are dependent on the limiting conditions and assumptions noted below. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

The subscriber website, SoldBoats.com, was reviewed as well as the BUC Used Boat Value Guide. The vessels physical condition, equipment onboard and location was taken into consideration when determining fair market value.

Examples: BUCValuPro Retail Value Range of comparable vessels \$17,000 - \$19,300

### SPECIFIC REFERENCE MATERIALS:

1. Builders quotes
2. In-house database
3. Sold boats. com
4. BUC book
5. NADA

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:

**\$15,000 Dollars**  
*Fifteen Thousand Dollars*

## V. SUMMARY AND VALUATION

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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:

**\$289,000 Dollars**

*Two Hundred Eighty Nine Thousand Dollars*

## V. SUMMARY AND VALUATION

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### **SUMMARY:**

In accordance with the request for a marine survey of the Pearly Gates, 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 April 1st 2024. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

## V. SUMMARY AND VALUATION

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### **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: