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A California Corporation

ACCREDITED MARINE SURVEYOR®

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REPORT OF SURVEY

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Survey date: 30 September 2005

File # 050930 A, rev. 1¹

Survey location: San Francisco, CA, vessel ashore for survey

Survey requested by: Mr. Andy Stock

415-999-2639

1288 Columbus Avenue, # 212

San Francisco, CA 94133

Vessel name: **"Far Side"**

Official # **941435**

Home port: San Francisco, CA

Document admeasurement:

Length 34.5 feet

Gross 14 tons

Net 7 tons

Breadth 11.7 feet

Depth 6 feet

Year built: 1988

Hull # BMX341011088

Year model: 1988

Builder/type/rig: Belmar Fabrication, Bellingham, WA 34' "Bowpicker" commercial herring fish boat

Design: Andrew Stock

Market value: \$50,000

Replacement value: \$150,000

VESSEL DESCRIPTION

"Far Side" is a moderate displacement flat bottom planing skiff design commercial fish boat. She is of all welded aluminum construction with a bow designed for commercial herring fishing. The main deck is open with a helm position to starboard forward. The pilot house is aft and has a helm position to port, galley amidships and two bunks aft. The engine compartment is beneath the pilot house. From the bow, below is a stowage compartment with one bunk, a water tight bulkhead then eight fish holds and another watertight bulkhead forward of the engine compartment. The fuel tanks are in the forward compartment with two wing tanks in the engine compartment. Two 4D batteries are in the engine compartment.

HULL

Overall length: 34'6"

Beam: 11'7"

Draft: 1'0" (outdrive raised)

Displacement: 12,298 pounds (unladen)

Hull: welded aluminum

1/4" bottom

3/16" sides

Deck: 1/4" welded aluminum

Frames: 1/4" x 3" "T", 24" OC

Cabin: 1/8" welded aluminum

Fish hold covers: 3/4" plywood

Hull color: aluminum

Canvas: green

Capacity:

18 tons fish

6 passengers



¹ revised for minor corrections on 10 Oct. 2005

SPARS AND RIGGING

Mast: main deck stepped aluminum pipe
Boom: aluminum pipe
Rigging, standing: tubular aluminum struts to aft deck

SEA CONNECTIONS

Engine inlet: 3 inch sea chest starboard
Engine exhaust: through stern drive
Galley sink: topsides fitting
Deck scuppers: six 3-1/2" freeing ports
Stern scuppers: open after deck
Bilge pumps: plastic topsides fittings

MACHINERY

Engine: Volvo Penta 270A V8 (GMC 350 cubic inch)	Cooling: stringer keel cooled
Appearance: serviceable	Fuel: gasoline
Horsepower: 270	Flame arrestor: yes
1.16:1 reduction gear transmission within Volvo Penta 290 "Duoprop" stern drive assembly	Bilge blower: yes
Ventilation: yes	Clear of wood: yes
Exhaust water cooled: yes	Oil pressure gauge: yes
Temperature gauge: yes	Tachometer: yes
Hour meter: 2,932 hours	

Propeller: counter rotating 3 blade aluminum with spares
Propeller shaft: within stern drive
Packing gland: within stern drive
Generator: alternator on engine
Bilge pumps: three 2,400 GPH Rule electric
Steering: dual station through Wagner hydraulics to stern drive
Engine controls: Hynautic dual station hydraulic
Misc: belt driven Flomax 3 inch hydraulic pump

FUEL TANKS AND LINES

Tankage: 275 gallons (reported) aluminum in 3 tanks	Appearance: serviceable
Fill pipes flush with deck: yes	Drain overboard: yes
Tanks equipped with vent lines: yes	Vent overboard: yes
Valve at tank: yes	Accessible: yes
Valve at engine: manifold	Accessible: yes
Lines to NFPA recommendations: yes	
Fuel filter: Racor with separator	

ELECTRICAL

Battery system: 12 volt, 2 group 4D with disconnect/parallel switch	
Appearance: serviceable	Battery ventilation: yes
Overcurrent protection in all circuits: circuit breakers	
Navigation lights to USCG rules: yes	
Shore power: no	Overcurrent protection: -
Battery charger: "Die Hard" portable automotive style	
Bonding system: through welded hull	
Lightning grounding system: not normally installed in the San Francisco Bay Area	

GALLEY

Stove, fuel: liquid petroleum gas (LPG)
make: Coleman
fuel tank location: cabin roof
fuel hose: approved style
Water: 30 gallons (reported)
Refrigeration: ice box

burners: 2
Appearance: serviceable
Drain/vent: yes
Solenoid valve: no

Cabin heat: MHC LPG fueled

DOCK AND GROUND TACKLE

Anchor: 2, Danforth patent style
Rode: 2, nylon and chain
Dock/mooring lines: several nylon
Anchor windlass: 54 inch hydraulic

NAVIGATION EQUIPMENT

Danforth 3-1/2" binnacle compass.
Furuno 1720, 16 mile radar.
Raytheon 520 Loran C navigational receiver.
Regency "Polaris" VHF-FM radiotelephone.
Icom IC-27H and IC-28H VHF-FM radiotelephones.
Two Furuno FCV667 color video depthsounder with alarm.

OTHER EQUIPMENT

Sony stereo system.
Hydraulic herring drum and shaker.

SAILS AND CANVAS

Deck awning.

FIRE EQUIPMENT

Fire extinguishers: 1 type BC-I halon, 2 type BC-II dry chemical
location: throughout Last inspection: 2001
auto system: halon 1211
location: engine compartment Last inspection: not tagged

SAFETY EQUIPMENT

Carbon Monoxide detector: no Fume detector: n/r
Life preservers: wearable: several type II
throwable: type II lifering
Immersion suits: 2
Reboarding method: over stern drive
Visual distress signals: not noted Horn: compressed gas powered
Pollution placard: yes Bell: yes
MARPOL (waste management) placard: not noted USCG "Navigation Rules": n/r
Waste management plan: n/r
Safety inspection: USCG commercial fishing vessel, dated "9/2/05"
Misc: bow and stern rails with double lifelines

A - LEGAL REQUIREMENTS

These findings may constitute a violation of USCG or State regulations. They should be addressed before the vessel is next underway.

- A1. Refer to “Federal Requirements and Safety Tips for Recreational Boats.” USCG requires:
 - a. Approved style, current, visual distress signals (if used outside San Francisco Bay).
 - b. A properly displayed MARPOL required “Dumping of Garbage Prohibited” placard.

B - SAFETY REQUIREMENTS

These findings may constitute an endangerment to personnel and/or affect the vessel’s safe and proper operating condition. They should be addressed before the vessel is next underway.

- B1. NFPA recommends all fire extinguishers be inspected, serviced and tagged annually by qualified service personnel.
- B2. This vessel uses carbon based fuels (gasoline and LPG) for propulsion, cabin heating and cooking. During the burning of these fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion. Adequate ventilation must be provided at all times while burning any of these fuels, however CO from external sources may also be drawn into the cabin through ventilation systems. CO is a silent menace and kills without warning, therefore this surveyor recommends installation in any occupied spaces below decks a CO alarm (Xintex model CMD-3M, Marine Technologies model 60-542 or equivalent) that meets UL Standard # 2034.
- B3. There is a magnetic compass aboard, but no deviation table was noted. Every magnetic compass should be “swung” and a deviation table established prior to venturing into conditions of reduced visibility. Either “swing” the compass using a technique described in Chapman’s “Piloting and Seamanship” or other navigational publications or have the procedure performed by a compass adjuster.

C - IMMEDIATE ATTENTION

These items should be corrected in the near future to help the vessel maintain its current value; safe and proper operating condition.

- C1. No items under this category were noted.

D - RECOMMENDATIONS

These findings are descriptions of items noted that are of non structural or cosmetic nature. Corrections to these items will normally enhance the value of the vessel and/or preclude future deterioration of condition or value.

- D1. Both mast strut eyes show signs of corrosion and should be strengthened prior to using the vessel in heavy seas.
- D2. The hull has a few small corrosion pits, as do all aluminum vessels used in salt water. These do not appear of structural significance. Inspect exterior and interior surfaces at each dry docking.
- D3. The sacrificial zinc cathodic protection appears to be functioning in a normal mode, but should be renewed prior to launching the vessel.

E - OBSERVATIONS

These are descriptions of conditions noted that affect the survey. Typically no correction is required at this time, however they should be monitored for future consideration.

- E1. There are signs that there has been renewal of plates and welds of the bottom. These are reported to have been accomplished ten (10) years ago and appear in satisfactory condition.
- E2. Underwater portions of the running gear (propeller, rudder, associated fittings and fastenings) appeared in serviceable condition.
- E3. Topsides and deck surfaces appeared in serviceable condition. Some minor cosmetic scratches, chips and crazing from normal usage were noted.
- E4. Lightning protection is not usually installed in boats in the San Francisco Bay/Northern California area. It is the owner's option to install such a system. If a lightning protection system is installed, it should be done in such a manner so that it meets ABYC Standard E-4, "Lightning Protection." It should be noted that complete protection from equipment damage or personal injury is not implied with any lightning protection system.

F - NOTES

These are items pertaining to the survey conditions and require NO correction at this time.

- F1. This is an insurance survey. Some insurance underwriters may require correction of NFPA and ABYC recommendations prior to insuring the vessel. All ABYC technical reports, including recommended practices and engineering standards, are advisory only; their use is entirely voluntary. Furthermore, ABYC states they assume no responsibility whatsoever for the use of, or failure to use, standards and recommended practices promulgated by ABYC.
- F2. Weather clear, winds light and variable, temperature in 70s at time of survey.
- F3. Vessel surveyed while blocked on a hard surface with steel jack stands at San Francisco Boat Works, China Basin, San Francisco, CA.

SUMMARY

This vessel appears in "ABOVE BUC CONDITION".

When those items noted on pages 4 and 5 are corrected and when operated by a knowledgeable, capable and prudent seafarer, this vessel, as currently equipped, appears suitable and a good risk for the stated intended purpose as an inland and local coastal cruiser. With the addition of suitable stores, spares and navigational equipment it would appear suitable for extended coastal and offshore cruising.

REFERENCE

USCG - UNITED STATES COAST GUARD	n/a - not applicable
NFPA - NATIONAL FIRE PROTECTION ASSOCIATION	n/r - not required
ABYC - AMERICAN BOAT AND YACHT COUNCIL	SAE - SOCIETY OF AUTOMOTIVE ENGINEERS
BUC - BUC RESEARCH CORPORATION	UL - UNDERWRITER'S LABORATORIES
MARPOL - INTERNATIONAL MARINE POLLUTION CONFERENCE	FCC - FEDERAL COMMUNICATIONS COMMISSION
ASTM - AMERICAN SOCIETY FOR TESTING OF MATERIALS	

Vessel condition refers to the BUC "USED BOAT PRICE GUIDE" accepted marine grading system of condition.

Based on the replacement value above, the generally accepted "Martin Depreciation Scale" would yield a value of \$57,000.

Soldboats.com (a subscription site on the internet) shows the following boats listed/sold since January 2002:

<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed US\$</u>		<u>Sold US\$</u>		<u>Location</u>	<u>YachtWorld Member</u>
32	Raider 32	1987	49,500	10/2004	44,495	07/2005	WA, USA	Shelter Bay Y ...
35	BC Boats 35	1987	81,346	09/2003	72,023	05/2004	BC Canada	Victoria Fishe ...
35	Safe Boat 35	1988	85,000	01/2003	74,950	08/2003	CA, USA	Eureka Boat &...
36'	Pacific Vict...	1988	45,000	05/2001	40,000	02/2002	WA, USA	Marine Lende...

REFERENCE, continued

Fair Market Value is the amount of money at which a given property would change hands between a willing buyer and a willing seller, in an appropriate marketplace, when neither is acting under compulsion and when both have reasonable knowledge of relevant facts.

Replacement Value is defined as the cost of building a new vessel of like or similar style in the current market situation and includes applicable freight and taxes.

EXCELLENT (BRISTOL) CONDITION indicates a vessel that is maintained in a mint or Bristol fashion; usually better than factory new, and is loaded with extras - A RARITY!

ABOVE BUC CONDITION indicates that a boat has had above average care and is equipped with extra gear.

BUC CONDITION indicates the vessel is normally equipped for her size and type and is ready for sale requiring no extensive additional work.

FAIR CONDITION indicates that the vessel requires normal maintenance to make her ready for sale.

POOR CONDITION indicates that substantial yard work is required to make the vessel ready for sale.

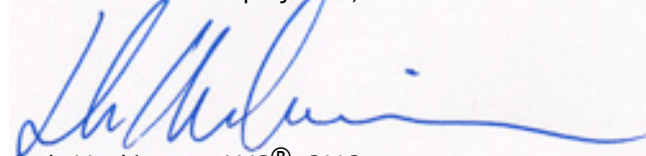
RESTORABLE CONDITION indicates that enough of the hull and engine exist to restore the vessel to usable condition.

SURVEY LIMITATIONS

This survey sets forth the apparent condition of the vessel and its areas open to inspection; including hull, machinery, equipment, fittings and gear. Unless expressly stated otherwise; there have been no borings, no removal of bulkheads, panels, ceilings or other portions of her structure not otherwise accessible for inspection. Also, unless expressly stated, there has been no operation or opening or removal of any portion of her machinery, electronics, auxiliaries, tanks or fittings for internal examination. Unless expressly stated herein; sails, lights aloft, spars aloft and rigging aloft were not examined; nor was any evaluation made of the vessel's stability. This survey represents the surveyor's honest and unbiased opinion of the vessel's condition. This survey is not a warranty of condition, express or implied, nor does it create any liability on the part of the surveyor or his employers arising out of the reliance on the information contained herein by third persons who are not parties to this survey. Information furnished by others is assumed correct, but the surveyor makes no warranty as to the correctness of information not capable of being confirmed readily by inspection.

In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of the fee actually received for this survey and report.

Submitted without prejudice,



Jack Mackinnon, AMS[®]-SMS
(Senior Marine Surveyor)
Jack Mackinnon, Inc., a California Corporation
Member ABYC[®], IAMI[®], NFPA[®]



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