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KNOWLEDGE  
EXPERIENCE  
INTEGRITY

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## VESSEL SURVEY REPORT

### GENERAL CONDITION

This survey sets forth the condition of the vessel, including hull, machinery, equipment, fittings and outfit, to the best of the Surveyor's ability without the removing of bulkheads, paneling ceilings or other portions of her structure, and without taking borings to ascertain thickness of structure, testing for tightness, and without opening up of her machinery and auxiliaries for internal examination. Mechanical and electrical equipment condition is determined to the exterior surface of the equipment. Inspection of sailboat rigging condition is limited to six feet above the deck and downward. This survey report represents the honest and unbiased opinion of the Surveyor, but in no event is it to be considered a guarantee. Further, no determination of stability characteristics has been made and no opinion expressed.

**This report is a summary of the findings of the survey performed on September 15, 2014 for Estate of Lester C. Gunther with the sole intent to determine the condition of the vessel for purchase, insurance and finance. One copy of this report are issued, an original with color photos. No other copies are authorized. This report contains proprietary information that is intended for the sole use of Estate of Lester C. Gunther is not sellable or transferable in any manner or form. This report is copyrighted under the copyright laws of the United States and any unauthorized reproduction, distribution or use is expressly prohibited. ©2013**

Vessel Name: **Sea Dog** Date of Survey: **September 15, 2014**

Home Port: **Friday Harbor, WA** State Registration No:

Official Number: **1213940** Location: **Engine Room**

Type of Vessel: **Power Motor Yacht** Surveyed at: **Canal Boatyard, Seattle, WA**

Hauled: **Yes** Attending: **Patrick Curry**

Surveyed For: **Estate of Lester C. Gunther** Present Owner: **Same**  
**588 Mountain Shadows Ln.**

**Friday Harbor, WA 98250**

Waters Navigated: **Puget Sound and the sheltered waters of British Columbia east of Cape Flattery and south of Hope Island**

Type of Service: **Pleasure** Date of Last Drydock: **August 2013**

Builder: **Stephens Bros.** Builder's Hull Number: **CFZ1935A0032W**

Place Built: **Stockton, CA** Year Built: **1932**

LOA: **55' 7"** LWL: Beam: **12' 8"** Draft: **44"**

Displacement: **36,000 LBS.** Lbs. Ballast: Material:

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(CONTINUED ON PAGE 2)

Vessel Name: **Sea Dog**

Date of Report: **September 15, 2014**

### HULL

Hull Material: **Wood** Condition: **Very Good**  
Anti-fouling Paint: **Yes** Condition: **New**  
Number of Zincs: **8** Condition: **New**  
Framing: **White Oak 1 1/4" X 2"** Fasteners: **Bronze- Good** Caulking: **Good**  
Planking: **1 1/4" Cedar & Fir** Keel: **Fir** Keel Bolts: **Galv. Steel**  
Topside Finish - Port: **Painted- Excellent** Stbd: **Painted- Excellent**  
Are Thru-Hulls Fitted With Seacocks: **Yes** Condition: **Good**

### DECK

Material: **Teak** Deck Finish: **Natural** Condition: **Excellent**  
Life Lines: **Rails & Wire, Good** Bow Pulpit: Stern Rails:

### PROPELLER

Propeller - size: **24 X18** Material: **Bronze** Condition: **Good - Just Serviced**  
Does Prop shaft extend below keel: **Yes** Is vessel fitted with a shoe or guard: **No**  
Prop Shaft - size: **1 3/4"** Material: **Stainless Steel** Condition: **Good**  
Stern Bearing: **Good** Stuffing Box: **Good**

### RUDDER

Rudder - size: Material: **Bronze** Condition: **Good**  
Rudder Bearing: **Good** Rudder Port: **Good** Rudder Shaft: **Good**  
Steering: **Manual-Cable** Stations: **1** Description: **Wheel in the pilothouse**

### BILGE

Condition: **Clean** Ventilation: **Good** Blower: **Yes**  
Bilge Pumps - #1: **Aft Stateroom Sump** Type: **Automatic Electric** Size: **4000 GPH**  
#2: **Forward ER Sump** Type: **Automatic Electric** Size: **4000 GPH**  
#3: **Forward ER Sump** Type: **Manual Electric** Size: **500 GPH**

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Date of Report: **September 15, 2014**

### FUEL TANKS AND PIPING

Type of Fuel:	<b>Diesel</b>	No. of Tanks:	<b>2</b>	Total Capacity:	<b>220 Gal.</b>
Tank Material:	<b>Aluminum - New 2008</b>	Fuel Line Condition:	<b>Good</b>		
Are Tanks Properly Secured:	<b>Yes</b>	Fuel Line Valves:	<b>Yes</b>		
Are Tanks Properly Vented:	<b>Yes</b>	Fuel Fill Pipes Tight and Flush:	<b>Yes</b>		
Where Would Overflow Run:	<b>Overboard</b>	Evidence of Tank Seepage:	<b>No</b>		
Propane Tanks:	<b>None</b>	Propane Remote Cutoff Valve:			
Condition:		Fuel Fills and Lines Grounded:	<b>Yes</b>		

### MAIN ENGINE - TWIN

Fuel:	<b>Diesel</b>	H.P.	<b>314 ea.</b>	Serial:	<b>P=M51296 S=M51298</b>
Manufacturer:	<b>Yanmar</b>	Model:	<b>6LPA-STP2</b>	Hours:	<b>P=532.7 S=534.0</b>
Year Installed:	<b>2008</b>	Serviced:	<b>2014</b>	Exterior Condition:	<b>Excellent</b>
Cooling:	<b>Heat Exchanger</b>	Exhaust:	<b>Wet</b>	Fuel Filter:	<b>Yes</b>
Water Separator:	<b>Yes</b>	Flame Arrester:	<b>---</b>	Drip Pan:	<b>Yes</b>
Exhaust Lines - condition:	<b>Good</b>	Exhaust Lines - lagging:	<b>Good</b>		
Exhaust Lines - hoses:	<b>Good</b>	Engine Alarms:	<b>Yes</b>		
Engine Controls - location:	<b>Helm</b>	Type:	<b>Push-Pull Cable</b>		
Engine Room Condition:	<b>Excellent</b>	Opinion of Installation:	<b>Excellent</b>		

### AUXILIARY MACHINERY

Generators - Number	<b>1</b>	Make:	<b>Westerbeke 12.6 EDT</b>	How Driven:	<b>3 cyl. Diesel</b>
Volts:	<b>120/240 VAC</b>	K.W.	<b>12.6 kW</b>	Hours:	<b>300</b>
Cooling:	<b>Heat Exchanger</b>	Exhaust:	<b>Wet</b>	Drip Pan:	<b>Yes</b>
Fuel Shut Off Valves:	<b>Yes</b>				
Space Heaters - #1:	<b>Wall Heaters</b>	Fuel:	<b>240 VAC</b>	Location:	<b>5 Variously Thru out the vessel</b>
	<b>Red Dot</b>	Eng. Heat	<b>Eng. Heat</b>		<b>Pilot House</b>
Refrigeration - domestic:	<b>Sea Freeze</b>	12VDC/ 120 VAC		Location:	<b>Galley</b>

(CONTINUED ON PAGE 4)

Vessel Name: **Sea Dog**

Date of Report: **September 15, 2014**

### **WATER TANKS**

Total Capacity: **150 Gal.** No. of Tanks: **1** Secured: **Yes**  
Are Tanks Properly Secured: **Yes** Condition: **Good**  
Fresh Water System - Pressurized: **Yes** Hand Pumps: **No**  
Water Heater: **20 Gal 120 VA**

### **ELECTRICAL SYSTEM**

DC: Voltage: **12** No. of Batteries: **(4) 6 volt in 2 banks, House (2) Group 27 Engine Start, 1 Group 27 Generator Start**  
Terminals Protected: **Yes** Plastic or Lead Trays: **Yes**  
Main Disconnect Explosion Proof: **Yes** Location: **Helm**  
Circuit Breaker Panel: **Yes** Location: **Pilothouse**  
Wiring: **Good** Bonding System:  
AC: Shore Power: **120/240 Volts** Breaker: **Main & Secondary** Wiring: **Good**  
Battery Charger: **Newmar Model PT-40CE 12V, 40 Amp.**

### **FIRE CONTROL**

Portable Fire Extinguishers: **(3) B-1 Dry Chemical, Fwd. Stateroom, Pilothouse, Aft. Stateroom**  
Automatic Fixed System: **Yes** Type: **Fireboy FE241, Engine compartment**  
Date Inspected: **Unknown** Space Served: **Engine Compartment**

### **INTERIOR ACCOMMODATIONS**

General Description: **See Description that follows**  
Sleeping Capacity: **4** Interior Finishes: **Excellent**

### **GALLEY**

Sink: **Single Stainless, Stainless counter tops** Water: **Pressure Hot & Cold**  
Stove: **4 Burner W/Oven** Fuel: **240 VAC**  
Microwave: **Kenmore, Stainless Steel** Refrigerator: **Sea Freeze 12 VDC/120 VAC**  
Other: **Coffee Maker, 12 Volt Galley Exhaust Fan**

(CONTINUED ON PAGE 5)

Vessel Name: **Sea Dog**

Date of Report: **September 15, 2014**

### FOC'SEL

No. of Berths: **2**

Lockers: **Yes**

Escape Hatch: **Yes**

Heat **Yes**

### HEADS

#1 Location: **Forward**

M.S.D.: **Yes**

Water: **Pressure Hot & Cold**

Basin: **Yes**

Shower: **Hand Held**

#2 Location: **Aft**

M.S.D.: **Yes**

Water: **Pressure Hot & Cold**

Basin: **Yes**

Shower: **Bathtub & Shower**

### SPARS

Rig Type:

Material:

Finish:

Spreaders:

Bow Sprit:

Boomkin:

### STANDING RIGGING

Stays and Shrouds:

Turnbuckles:

Chain Plates:

Toggles:

### RUNNING RIGGING

Halyards:

Sheets:

### WINCHES

**Primary:**

Secondary:

**Halyard:**

Halyard:

### SAILS

Main:

Jib:

Genoa:

Spinnaker:

Staysail:

Storm Sail:

Other Canvas:

### FURLING GEAR

Type:

Self Steering Gear:

Vessel Name: **Sea Dog**

Date of Report: **September 15, 2014**

### ELECTRONIC AND NAVIGATION EQUIPMENT

Compasses: **4 1/2 " Ritche**

Depth Sounder: **Garmin Model 3210 GPS Map W/ Multi Display**

VHF Radio: **Standard Horizon Quest W/ DSC**

CB Radio:

Single Sideband Radio:

Loudhailer:

Autopilot:

Radar: **Garmin Model 3210 GPS Map W/ Multi Display**

Sonar: **Garmin Model 3210 GPS Map W/ Multi Display**

Knotmeter: **Garmin Model 3210 GPS Map W/ Multi Display**

Log: **Garmin Model 3210 GPS Map W/ Multi Display**

GPS: **Garmin Model 3210 GPS Map W/ Multi Display**

Wind Direction Meter:

Wind Speed Meter:

Stereo:

Entertainment:

Other:

### GROUND TACKLE

Anchors:	#1: <b>Forfjord #6 65 lb.</b>	Chain: <b>3/8" X 20"</b>	Rode: <b>3/4" X 200 Ft.</b>
	#2:	Chain:	Rode:
	#3:	Chain:	Rode:
Anchor Winch:	<b>Yes</b>	Type: <b>12 VDC Electric</b>	Maker: <b>Muir HR 2500 Cheetah</b>

### LIFE SAVING EQUIPMENT

Tenders: **10 ft. Rigid Fiberglass** Builder's Hull Number:

Auxiliary Outboard: Horsepower: Serial:

Other Equipment:

(CONTINUED ON PAGE 7)

Vessel Name: **Sea Dog**

Date of Report: **September 15, 2014**

This surveyor is not responsible for any omission or error in judgment in the execution of this vessel survey. This survey represents the profession  
So far as could be determined by this inspection, the vessel appeared to be in good, sound condition, with the exception of the de

**SEE NOTES - PAGE #8**

**The surveyor assumes no responsibility for any cosmetic work necessary to remove marks caused by this inspection.**



**ESTIMATED FAIR MARKET VALUE: \$ 400,000.00**

**ESTIMATED REPLACEMENT VALUE: \$ \$1,400,000.00**

**REPORT NOT VALID WITHOUT EMBOSSED SEAL**

**VESSEL DESCRIPTION**

The vessel is a classic twin engine, wood, bridge deck power cruiser. Built in 1932 at Stockton, CA. Built by Stephen Brothers.

In 2008 the vessel under went a total restoration. Extensive work was done to the wood of the hull, deck and house.

The finishes were restored to perfect condition, using contemporary materials. The exterior finishes were perfect.

New engines, tanks and propulsion systems were installed. 100% of the electrical system was removed and replaced. A generator was installed. Modern electric heating was installed and a sanitary systems was installed.

The interior furnishings and soft goods were renewed or replaced. The interior was restored in keeping with the original period appearance. The vessel was returned to its original visual exterior condition.

There were some changes to the interior that deviated from original, mainly in that the galley. It was made more modern. Overall the vessel was like going back in time.

In August 2014 the vessel was inspected. Shipwrights were engaged to develop a list of needed repair work due to normal wear and tear over 6 years of operation. Work that was done included replacement of 2 broken frames, repair to the stem from collision impact damage.

Inspection of the keel and the keel bolts, was made. Core samples were taken of the wood in the keel. The core samples showed the wood to be solid. Inspection of the keel bolts indicated that 21 of the bolts required replacement.

New keel bolts were installed to original, 1/2" galvanized steel. (see the attached photos of the bolts that were removed.)

Fasteners were removed for inspection from bow, hood ends, port and starboard. The stern hood ends, port and starboard. Under the engines, and under the heads.

Some wastage was found in a few of the fasteners, but only a small number. (see the attached photos) Minor refastening was done. Overall the vessel was found to be tight and sound. The hull is sound.

The vessel had been hauled out for 2 weeks, no leakage occurred on relaunching.

All of the items on the recommended work list were done. Most of the items on the list involved maintenance cleaning, minor painting and touchup of the interior and exterior surface finishes. The vessels batteries were replaced, engines serviced, bottom painted, holding tank serviced, general interior cleaning. The soft goods were cleaned as necessary. The bilges were degreased and cleaned. Various minor fluid leaks were corrected.

The vessel was found to be operating correctly for all systems.

Overall the vessel is sound and safe to operate.

## **Vessel Layout**

The vessel interior is laid out as follows,

Forward most in the vessel is the foc'sal chain locker. Aft of the chain locker, is the forward stateroom. It has a double V berth. Aft of the berth, to port, is the forward head compartment. It has a sink with handheld shower forward and a toilet aft. Adjacent to the head entry is a dresser. Opposite the head compartment are hanging lockers.

Aft of the head, down a passage and up 3 steps is the main cabin. Forward on center line is the helm. It has the vessels steering wheel Forward of the wheel are gages and engine controls, compass and a multi function navigation instrument. Beneath the pilothouse sole is the engine compartment. It is accessed via electric powered hatch openers.

The helm console is varnished hard wood. Generally the interior is finished in varnished woods.

The pilothouse is enclosed in glass panels and gives very good visibility all around. At the aft end of the pilothouse is an "L" shaped settee with a table in the port aft corner.

On the starboard aft end of the main cabin is a passage down 3 steps to the galley. Along the starboard side of the galley is a stainless steel sink and counter top, which runs the entire length of the galley. The port side of the galley is "L" shaped. There is a stainless steel counter top forward, it has a refrigerator under the counter. Outboard is a 4 burner electors stove.

Aft of the galley is a passage. On the port side is a large walk in pantry that holds groceries. On the starboard side is the aft head compartment. It has a toilet, sink and bathtub with shower.

Aft of the head is the aft stateroom. The aft stateroom has berths running forward and aft, outboard port and starboard. At the forward end of the cabin to port is a walk in hanging locker.

At the rear end of the cabin is a dresser which has 6 drawers, on to the aft cabin bulkhead. On the center line is a door leading up to the aft cockpit. Aft most of the vessel is the stern cockpit.

## **SURVEY NOTES**

Survey notes delineate the condition of the vessel where, in the surveyor's opinion, the vessel is not consistent with Federal regulations, published standards or general good marine practice. Federal regulations used for this report are found in the, United States Code, Titles 33 and 46, Code of Federal Regulations and the U. S. Coast Guard Navigation Rules (COMDTINST M16672.2B)The Rules of the Road. Published standards used for this report are from the American Boat & Yacht Council (ABYC) Standards and Recommended Practices for Small Craft and the National Fire Protection Association (NFPA) NFPA 302, Fire Protection Standard for Pleasure and Commercial Motor Craft.

**Fire Protection:** The vessels fire extinguishing equipment did not show current inspection tags. The portable extinguishers and the fixed system should be inspected as per NFPA 302 and be repaired or replaced as indicated.

**End of Report**







Core sample # 1 End view

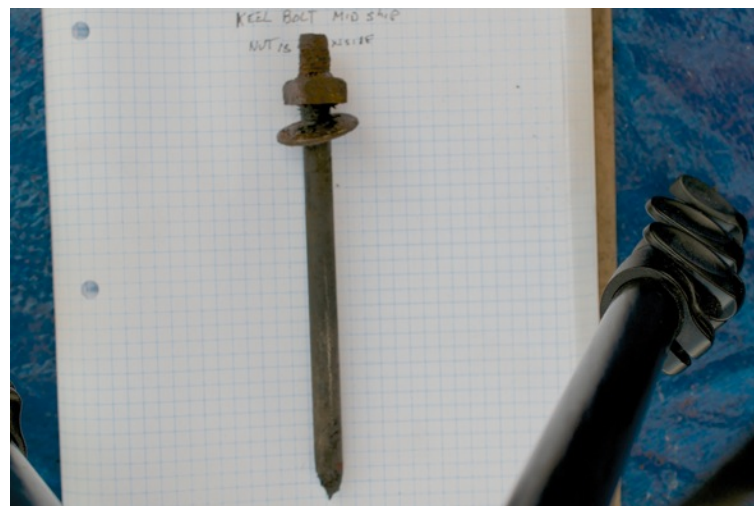
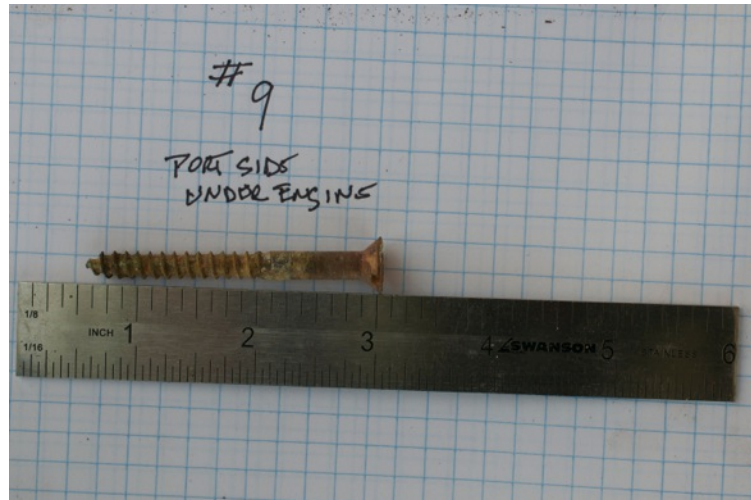
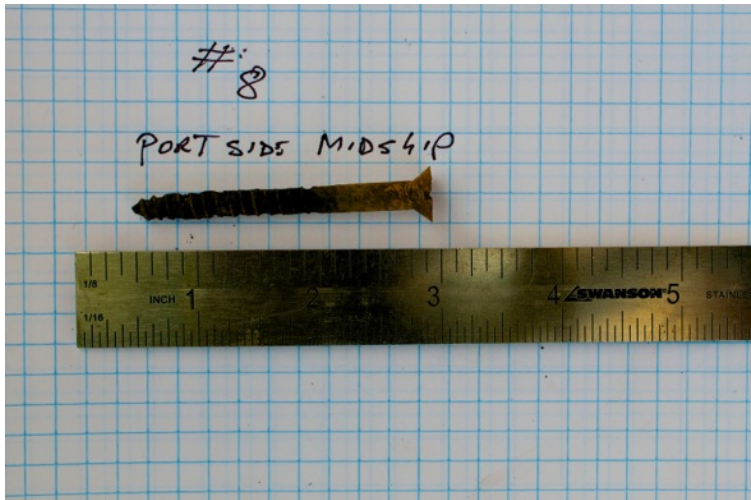
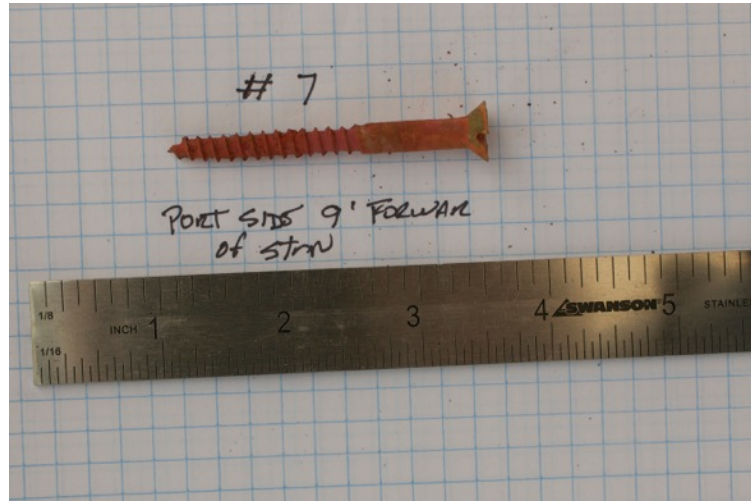
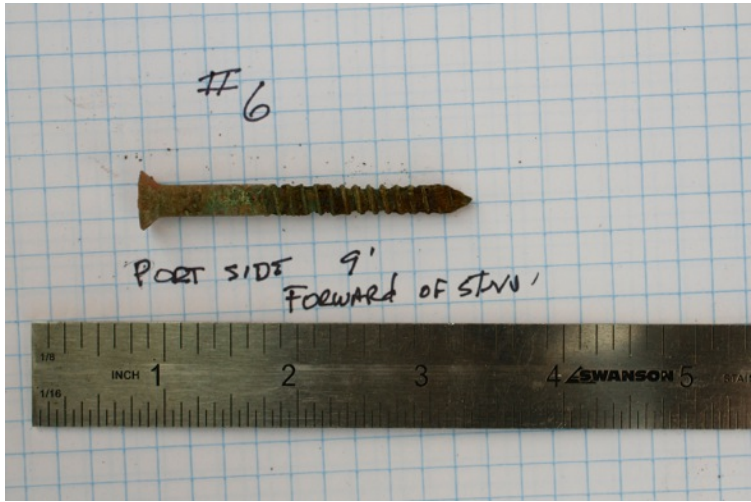
Core sample # 2

Core sample # 2

Core sample # 2 End view

Sample of removed fastener

Sample of removed fastener



Keel Bolts that were removed from the vessel