

## Bayshore Marine Surveys

The purpose of an Appraisal Survey is to assess the current condition of the vessel includes safety, structural integrity, on-board systems, cosmetic appearance, and overall maintenance. The report presents information on the overall vessel rating and value.



### Scope of Survey

36' 1963 Angelman/American Marine Wood Ketch  
"Sea Spirit"

Acting at the request of [REDACTED], the attending surveyor did attend on board the 1963 36 foot American Marine/ Angelman Lee Sailboat, "Sea Sprit" beginning on March 5,2023, where an "in the -water-survey" was conducted at [REDACTED] Pasadena, MD. The ship's papers were on board. The owner was on board at time of inspection. The reason for the survey was to ascertain the physical condition and value of the vessel. 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. The owner was on board at time of survey.

This vessel was surveyed without removal 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 bilge's 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 expresses 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 warranty either specified or implied.

NOTE: It is recommended and understood that all Diesel engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears, 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 REGUTIONS (CFR), AND THE VOLUNTARY

STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AN YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The uses 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 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.

### GENERAL INFORMATION

<b>FILE NUMBER.....</b>	<b>03/2023 S11</b>
<b>SURVEY PREPARED FOR.....</b>	<b>[REDACTED]</b>
<b>NAME OF VESSEL.....</b>	<b>Sea Spirit</b>
<b>TYPE OF SURVEY.....</b>	<b>Insurance and value</b>
<b>OVERALL VESSEL RATING.....</b>	<b>Above Average</b>
<b>ESTIMATED MARKET VALUE.....</b>	<b>\$20,500</b>
<b>ESTIMATED REPLACEMENT VALUE ....</b>	<b>\$386,000</b>
<b>YEAR/MAKE/MODEL OF VESSEL....</b>	<b>Angelman, Sea Witch.</b>
<b>BUILDER.....</b>	<b>American Marine Yachts</b>
<b>YEAR BUILT.....</b>	<b>1963</b>
<b>MODEL YEAR.....</b>	<b>1963</b>
<b>MODEL OF VESSEL.....</b>	<b>36' Ketch Sea Witch</b>
<b>HULL IDENTIFICATION NUMBER (HIN).....</b>	<b>Per 1973</b>
<b>OFFICIAL NUMBER.....</b>	<b>1020715</b>
<b>PLACE OF SURVEY.....</b>	<b>Pasadena, MD</b>
<b>DATE/TIME OF SURVEY.....</b>	<b>03-5-2023 @ 11 AM</b>
<b>HULL MATERIAL.....</b>	<b>Wood</b>
<b>HULL TYPE.....</b>	<b>Displacement sailboat</b>
<b>LENGTH OVERALL (LOA).....</b>	<b>38'</b>
<b>WEIGHT.....</b>	<b>17 tons</b>
<b>BEAM.....</b>	<b>13'5"</b>
<b>DRAFT.....</b>	<b>6' 5"</b>
<b>PROPULSION SYSTEM.....</b>	<b>Diesel Inboard</b>

FUEL TYPE.....	Diesel
FUEL CAPACITY.....	Single 28 gal tank
AC POWER.....	Yes 110 volt
DC POWER.....	Yes 12 volt
FRESH WATER CAPACITY.....	80 Gallons
HOLDING TANK.....	18 gallons
INTENDED USE/BUYER.....	Cruising
INTENDED CRUISING AREA.....	Coastal
INTENDED USE.....	Recreational Cruising



### DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of Survey*:

#### APPEARS:

Indicated 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.)

**FITTED FOR INTENDED USE:**

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

**SERVICABLE 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 refer to the source of such information as follows:

- \* **Per Manufacturer's Specifications**
- \*\* **Refer to Summary and Valuation Section**
- \*\*\* **Per USCG Documentation**
- \*\*\*\* **Per BUC Book**

## **SYSTEMS**

### **HULL DECK AND SUPERSTRUCTURE**

#### **HULL CONSTRUCTION**

Type: Modified displacement  
Material: Teak, Wood planks in very good condition  
Exterior Hull: Modified sheer, painted White  
Bulkheads: Plywood  
Stringers: Douglas fir  
Stem: Teak  
Transom: Mahogany  
Bilge: Deep bilge area provides for electrical and plumbing passages.  
generally clean  
Chain Locker (Drainage): Overboard  
Keel External: bolted on fixed iron keel  
Limber holes: Adequate size and clear where sighted

**DECK CONSTRUCTION**  
Type: Flush Deck teak planking on teak deck beams, **carlin is being replaced**  
Cockpit: Teak Planking  
Note: Decks appeared to be in serviceable condition  
Condition  
Type: Hull and superstructure joined at sheer, **Rub rail needs repair**  
Fasteners: Bronze screws  
Bedding Compound: Elastic

**DECK FITTINGS**  
Stanchions: Turned wood  
Toe Rails: Teak  
Ventilation: Provided by cowl vents and hatches in top side  
Scuppers: Cockpit and decks drain overboard  
Chocks and Cleats: Are through bolted and serviceable  
Deck Surface: Teak Planking in very good condition, **bungs missing**  
Hatches: On fore cabin top

**SUPERSTRUCTURE**  
Material: Painted white wood, condition good  
Windows/Ports/Doors: Four sealed ports on each side of cabin. Main  
Entrance companion aft of cabin.  
Canvas and Support Structure:

**ADDITIONAL EQUIPMENT AND ACCESSORIES**  
Fenders: 3  
Dock Lines : 8

### Cabin Appointments

**INTERIOR DESCRIPTION:** The interior is being restored at this time  
Joinery and Finish: The joinery and finish of the teak, mahogany  
Interior. **Condition is poor.**  
Cabin Bright Work: Gloss, **poor condition**  
Interior Bulkheads: **The interior wood bulkheads were delaminated**

**Water Intrusion Signs: Yes, at windows**

**Storage Areas: The cabinets, locker and drawers were well crafted and fit fine.**

**Headliners:**

**Doorways: Solid wood doors appear serviceable**

**Fabric and Cushions:**

**Floor and Window Coverings: Solid teak, good condition**

**Accommodations: Two in the V berth, two in salon,**

**Heads: one in forward cabin**

**Showers: No**

**Faucet Fixtures: The faucet fixtures being serviced**

**Light Fixtures: 12 volt cabin lights throughout the vessel**

**Salon Furnishings: A seats port and starboard, built -in side**

**Cabin Sole: Wood sole with access below**

**Air Conditioning Units: None**

**Televisions: None**

**Stereo, Etc.: AM FM Stereo**

## **GALLEY**

**Location: Aft in cabin**

**Being restored**

## **Propulsion**

### **MAIN ENGINES**

**Type: Single Inboard Diesel**

**Manufacturer: Yanmar model 4JH5E replaced 2005**

**Serial Numbers: 27631**

**Labels and Notices: Yes**

**Horse Power: 54 @ 2600**

**Number of Cylinders: 4**

**Indicated Hours: N/A**

**Throttle Controls: Morse**

**Flame Arrestor: N/A**

**Engine Mounts and Bed: Oak engine beds, adjustable motor**

**Mounts in good condition**

**Drip Pans: None**

**Lubrication: Yes**

**Exhaust System: Fresh water-cooled, cast iron risers exiting through transom, Hose connections are double clamped and serviceable.**

**Insulation: Yes**

**Prop Shafts: 1" Stainless steel**

**Engine Alarms: No**

**Stuffing Box: Bronze hex type**

### **COOLING SYSTEM**

**Type: Fresh water-cooled with wet exhaust**

**Raw Water Strainers: Yes, appear serviceable**

**Hoses and Clamps: Reinforced rubber hoses are double clamped and well routed**

**Belts and Pulleys: V-belt in good condition**

**Seacocks and Strainers: Raw water seacocks are ball type and in operable Good condition**

## **TRANSMISSIONS**

**Manufacturer: Universal**  
**Gear Ratio: 1/1**  
**Fluid Level and Condition: Normal**  
**Controls: Morse type**  
**Prop Shaft: 1" inch Stainless steel**  
**Coupler(Safety Wire): Yes**  
**Packing Gland: Hex nut serviceable**  
**Cooler: Yes mounted on engine**

## **FUEL SYSTEM**

### **MAIN ENGINES**

**Fuel Type: Diesel**  
**Material: Stainless steel**  
**Number of Tanks: 1**  
**Tanks Capacity: 28 gallons**  
**Secured: Strapped in**  
**Location: Under Starboard cockpit Seats**  
**Manufacturing Label: Yes**  
**Fill Pipe Locations: Starboard side marked for diesel**  
**Fill Pipe Grounded: N/A**  
**Fill Pipe Material: Type B1 USCG approved hose, serviceable condition**  
**Fill Pipe Fittings: Deck fill marked to fuel type**  
**Hose Connections, Clamps: In good condition, doubled**  
**Fuel Lines and Fittings: Both supply and return to engine is hose with double clamps in good condition.**  
**Hose Connections and Fittings: Serviceable**  
**Fuel Filters: Racor**

## **ELECTRICAL SYSTEMS ( see findings A)**

### **ELECTRICAL SYSTEM (D.C. SYSTEM):**

**Voltage: Lead acid battery 12-volt system**  
**Batteries: 2 in strapped and secure with rubber terminal caps**  
**Banks: 2**  
**Main Battery Switches: Yes**  
**Routing/Support: Well supported and wire tied**  
**Charging System (Battery Charger): Guest 20 amp**  
**Charging System (Alternator): 60 amp on main engine operational**  
**Outlets: Appears serviceable**

### **ELECTRICAL SYSTEM (A.C. SYSTEM)**

**Shore Power Inlet: One 30 amp**  
**Shore Power: One 50 foot 30 amp cords in good condition**  
**AC Source Selector Switch: N/A**  
**Main Breaker: yes**  
**Branch Breakers: 4**

**Circuit Load Monitors: No**  
**Connections (Type): Lug type**  
**Wire Type (Size and Rating): Size and rating are serviceable for intended use. Wiring is of original construction**  
**Routing: Is well routed and supported**

### **FRESH WATER SYSTEM**

#### **FRESH WATER SYSTEM:(POTABLE WATER):**

**Storage Tanks: One**  
**Capacity: 80 gallons under bunk**  
**Access: To tanks and valves adequate**  
**Inspection/Cleaning Access: No**  
**Material: Welded aluminum**  
**Vent Pipe Location: Port side marked water**  
**Accumulator Tank: Yes**  
**Pumps: ShurFlo**  
**Hoses and Clamps: Plastic tubing appears serviceable**

### **SANITATION**

#### **SANITATION ( BLACK WATER)**

**Manufacturer:Wilco-Crittenden- Manual**  
**Number of Heads: One**  
**Location of Heads: Forward port side**  
**M.S.D. Type USCG System: Type III**  
**Y Valve: Yes\***

#### **SANITATION ( GRAY WATER)**

**Basins, Showers, Hoses and Clamps: Basins drain overboard**  
**Pumps: Gusher Foot Pump**

### **STEERING SYSTEM**

#### **STEERING SYSTEM**

**Type: Edson gear with wheel**  
**Number of Stations: 1**  
**Locations: Cockpit**  
**Emergency tiller: Yes**

### **GROUND TACKLE**

#### **GROUND TACKLE**

**Anchors: 22 pounds Danforth and 45 plow anchor located on bow**  
**Rode Material: 5/16 chain 10 feet and 150 feet of 1/2 nylon**  
**Rode Construction: Galvanized thimble and shackle**  
**Windlass: No**

### **ELECTRONICS AND NAVIGATION EQUIPMENT**

#### **ELECTRONICS AND NAVIGATION EQUIPMENT**



VHF: Uniden  
Radar: No  
Depth Sounder: Yes  
Compasses: 3 inch Ritchie binnacle  
Antennas: Shakesphere properly mounted on mast

## BONDING SYSTEM

### BONDING SYSTEM

Main Bonding Conductor: Yes

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

Number and Type of PFD's: 6 Type 1 USCG approved

Number of Throwable PFD's : 2 Type 4 USCG approved

Fire Extinguishers: 2 Type B1 Dry Chemical with gauges, should have Fire extinguisher at the helm

Visual Distress Signals: 12 gauge flare kit

Sound Devices: Horn

Flame Arrestors: N/A

Power Exhaust Blowers: N/A

Navigation Lights: Yes

"No Oil Discharge" Plaque: Yes

Trash Disposal Placard: Yes

Waste Management Plan ( over 40'): N/A

Ventilation: Yes

### AUXILLIARY SAFETY EQUIPMENT

Smoke Detector: **No \***

Fixed Fire Extinguishing System (Halon Type): No

Search Light: Hand held

First Aid Kit: Yes

Fume Sniffer Alarm Systems: No

Man Overboard System: Buoy

### BILGE PUMPS;

List: 2 electric and one hand pump

High water alarm: **No\***

ABYC Standard 22.7.3 On boats with an enclosed accommodation compartment, an alarm shall be installed indicting that bilge water is approaching maximum bilge water level.

## AIR CONDITIONING AND HEAT

AIR CONDITIONING None

## MAST AND RIGGING

### SPARS

Material: Wood

Spreaders: Wood

### STANDING RIGGING

Material: 5/16 Stranded stainless steel

Turnbuckles: Bronze, chrome plated

### RUNNING RIGGING

Material: 1/2 nylon stranded

WENCHES Lewmar #40

SAILS – new 2017

## 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 its value.

Deficiencies will be listed under the appropriate heading:

- A. Safety Deficiencies and Other Safety Concerns
- B. Other Deficiencies Needing Attention
- C. Surveyors Notes and Observations

### A. SAFETY DEFICIENCIES AND OTHER SAFETY CONCERNS

1. 110 volt system not to code	Service Electrical System ABYC Standard
2. 12- volt system not to code	Service Electrical System ABYC Standard

### B. OTHER DEFICIENCIES NEEDING ATTENTION

#### FINDINGS

#### RECOMMENDATIONS

1. No Smoke detector	Add a 12- Smoke detector
2. No High water alarm	Add a 12-volt high water alarm
3. Rub rail broken port side	Wood repair
4. Interior jointery needs re-build	Wood repair

### C. SURVEYORS’S NOTES AND OBSERVATIONS

This vessels were well built using teak construction. This vessel has received a new engine and sails several years ago. The interior needs to be rebuilt with new bulkheads and cabinetry. The DC system and AC system need re-work. Vessel's teak on teak structure is in above average condition, Decks have been recaulked. The 12-volt battery system needs upgraded. I suggest a box fan in cabin to circulate air .

## **SUMMARY AND VALUATION**

**STATEMENT OF OVERALL VESSEL RATING OF CONDITION: Above Average,hull**

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** after 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 the **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

**OVERALL VESSEL RATING: Above Average,hull**

**STATEMENT OF VALUATION: \$20,500.00**

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring n a competitive and open market under all condition 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 item 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 is \$20,500.00.

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: \$386,000.00.

**SUMMARY:**

In accordance with the request for a marine survey of the, 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 March 5, 2023 and was found to be a well constructed, comfortable vessel in need of several updates and maintenance.

Subject to correction of deficiencies listed in section A the vessel is considered to be suitable for intended use.

**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 analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analysis, 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 that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated 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.

Acceptance and use of this report acknowledges the client understands that no determination of stability or structural strength has been made and no opinion is expressed.

Acceptance and use of this report acknowledges the client understands that Bayshore Marine Surveys does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed the sum of the Surveyor's/Consultant's charges.

### ATTENDING SURVEYOR

*James McGlincy, JR*

**James McGlincy JR SAMS AMS #1181  
Bayshore Marine Surveys  
410 808 3849**



End of Report