WILLIAM COBLE
Independent Marine Surveyor
[redacted]
SAMS Accredited

Insurance C&V Survey Report

[redacted] "GOOD NEWS" 1986 Pearson 303 30' fiberglass sloop 6 August 2024


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6 August 2024

[redacted] [redacted]

Re: "GOOD NEWS" 1986 Pearson 303 30' fiberglass sloop
H.I.N. PEA71289E586
Built by Pearson Yachts, Portsmouth. Rhode Island
Hailing port is West Falmouth MA
Designed by William Shaw

Dear [redacted],

At your request I inspected the above boat on 2 August 2024 at the [redacted] in North Kingstown, Rhode Island. The boat was inspected while stored ashore with mast stepped.

This insurance C&V survey was done for the exclusive use of the client listed above. It is not transferable to any other person or entity. The intended users of the report are the client and those underwriters insuring this boat for this owner only. This inspection and report are intended for insurance purposes only. The process did not involve all the components of a pre-purchase survey. This letter is my written report describing my observations and recommendations.

Scope of Survey:
The survey of this boat is based solely on a careful visual and non-destructive inspection of all accessible portions of its structure and available equipment. Complete inspection can be made only by the removal of laminates, flats, headliners, hull liners, tanks, joinerwork and coatings. This would be destructive in nature and prohibitively time consuming, therefore was not done.

Complete inspection of machinery, piping, systems, tanks, electronics, electrical equipment and electrical wiring can only be made by continuous operation or by disassembly. This has not been done.

Work items marked with an asterisk * are those I feel should be accomplished/corrected to meet underwriter's requirements. Most of these recommendations are based on applicable C.F.R. regulations and A.B.Y.C. voluntary standards in effect at the time of the boat's construction.

As the mast was stepped inspection of the mast and rig was limited to that which could be observed from deck level.

An insurance summary follows this report.
Eight photos follow this report. Additional photos are available if they are needed.

0.0 General:
This boat is a fiberglass sloop. The boat has a moderate fin keel and a rudder that is fully supported and protected by a skeg. Propulsion is by a diesel engine.

I understand that you recently bought this boat at auction and intend to perform a general refit. Anyone reading this report should remember that the listed deficient items are a reflection on the previous owner, not this owner.

1.0 Hull and Structural:
The hull is a solid fiberglass laminate. The hull is stiffened by a fiberglass hull liner, by fiberglass transverse floors and by bulkheads and joinerwork fiberglass tabbed to the hull interior. There were no tabbing failures. The hull to deck connection is made with an inside flange. Fasteners are stainless steel tapping screws. No deficiencies were observed.

Underwater portions of the hull and the rudder were sounded with a steel hammer. There were no indications of delamination. There were no indications of osmotic blistering.

The ballast is encapsulated lead. There are no keel bolts. Slight dents in the forefoot of the keel indicate previous slight groundings. There were no indications of grounding damage to the keel supporting structure.

The headstay chainplate is fastened to the stem. The shroud chainplates are fastened to stainless steel tie bars that are fastened to the fiberglass hull liner. The backstay chainplate is fastened to the transom. No deficiencies were observed.

The mast of this boat steps on the keel structure. The aluminum mast step is installed at the bottom of the bilge and if there is bilge water the step will be wet. As we saw there was water in the bilge and the step has visible corrosion. I understand that you have asked the boatyard to unstep the mast to allow for a full inspection of the mast step and the mast heel. I will return to the boat when the mast is unstepped.

A fold-down stainless steel boarding ladder is installed aft. The ladder must be secured in the up position because someone may use it as a grabrail. With the ladder secured in the up position a person in the water could not lower the boarding ladder and reboard the boat without assistance. Suggest installing an emergency boarding ladder at a rail. This device would allow a person in the water to pull on a lanyard and deploy the ladder. As an alternative it may be possible to rig the ladder so that a swimmer could release and lower it.

A hull drain plug fitting is installed. It should be removed when the boat is stored ashore. This will prevent possible accumulation of water in the bilge during out of the water storage.

The vinyl rubrails are in good condition.

2.0 Deck, Deckhouse, Cockpit and Deck Fittings:
The deck/deckhouse is a fiberglass laminate with an end grain balsa core added to provide stiffening. Walking portions of the deck have molded non-skid. Traction is good.

Deck fittings are installed using bedding compound that like a gasket to prevent leaking. Suggest re-bedding any deck fittings that show symptoms of leaking. This will prevent deck leaks and will prevent possible damage to the deck core.

A hasp is installed at the port cockpit locker lid. Suggest providing a lanyard for securing the lid in the open position.

Double vinyl covered stainless steel wire rope lifelines supported by stainless steel stanchions run from the bow pulpit aft to the split stern rail.

- The stanchions are integral with their bases.
- The stanchion bases were secure.
- Gates are provided port, starboard and aft.
- The lifeline covers have some wear.

The dodger and bimini are supported by stainless steel frames. The bimini is in good condition. The dodger is very worn.

Teak grabrails are installed on the deckhouse top. The grabrails were secure.
The anchor locker lid latch worked.

3.0 Paints and Coatings:
The topside finish is white gelcoat with a blue shear stripes and blue boot top stripes. Appearance is very good. There are several minor abrasions, mostly to the shear stripes.

The deck/deckhouse finish is white gelcoat. Non-skid areas are off white. Appearance is very good. There is only minor deck gelcoat crazing.

The blue bottom paint surface has frequent underlying flaking resulting from excessive paint build up.

The minimal exterior teak does not have a finish. Teak does not require a finish.

The interior finishes are generally worn. Suggest using an oil product if you want to improve the appearance.

There is extensive water staining on the cabin sole. Refinishing is not likely to be successful. Suggest installing a marine "carpet" material in order to improve the appearance.

4.0 Interior:
The interior was clean. Appearance is very good except as noted above.
The forward emergency escape hatch and the salon hatch worked. The gasketing is in good condition.
Non-skid treads are installed at the companionway steps.
The dining table is well secured in its stored position.
There were no indications of leaking at the fixed or opening ports.
The interior cushions are in very good condition with slight wear.
The interior grabrails are adequate and secure.
U.S.C.G. required plastics disposal warning notice is posted.

5.0 Spars and Rigging:
This is a masthead rig with one set of aluminum spreaders. There is a Harken USA roller furling headstay, upper shrouds, lower shrouds and a fixed backstay.

The mast and boom are aluminum extrusions. No deficiencies were observed.
The rig was properly slacked for the storage period.
Note the absence of turnbuckle cotter pins.
A neoprene ring is installed at the mast partners.
The gooseneck fitting is in good condition.

The winches worked.
A Windex is installed at the masthead.
The running rigging is in good condition.
There is wear to the fittings that attach the main sheet to the main sheet traveler. * Fix this.

The stainless steel wire rope standing rigging and the lower end fittings appear to be in good condition. I understand that you intend to replace the standing rigging due to its age. This is a prudent measure.

Sails:
Main, very good condition.
Roller furling genoa, good condition.
Cruising spinnaker, very good condition.

6.0 Propulsion, Control and Steering:
Propulsion is by a Yanmar two cylinder fresh water cooled diesel engine. The engine could use a cleaning. The paint is in good condition except at areas of minor to moderate rust. The engine is supported by four flexible mounts on fiberglass beds. No deficiencies were observed.


The cockpit engine panel provides a tachometer and a warning light/alarm system. The ignition is secured by a key.

Two lever cable throttle and shift controls are installed at the helm. The levers are color coded. Suggest labeling the controls.

There is no engine hour meter.
The two vee belts are in good condition.
U.S.C.G. required oil discharge warning notice is posted.

The exhaust riser/mixing elbow appears to be very old. A bad riser can ruin an engine. The riser should be replaced.

The engine wet exhaust discharges through a fiberglass muffler and exhaust hoses. The exhaust hoses are in good condition. The hose ends are secured by doubled hose clamps.

Note that excessive cranking of a non-starting marine engine can fill the exhaust system with water that can back into the combustion chambers. After 30 seconds of cranking the engine intake seacock should be closed until the engine starts. Remember to open the seacock when the engine starts.

The engine and transmission turn a stainless steel shaft and a bronze two blade right hand propeller.
- The propeller is in very good condition.
- There was only slight play in the cutless bearing.

The shaft packing gland is bronze. The jumper hose appears to be in good condition. The hose ends are secured by double hose clamps. The packing gland should drip approximately every 15 seconds when the shaft is turning and not at all when the shaft is stopped. The water flow lubricates the packing gland. Give the boat a few days afloat after launching to allow the packing to swell up before adjusting the packing gland.

Steering is by wheel through chain and cable to an aluminum quadrant on the stainless steel rudderstock. The steering worked.

- Where they are inspectable the steering cables are in good condition.
- The steering cables are properly tensioned.
- The wheel brake worked adequately.
- There was no play in the rudder bearings.
- The rudderstock packing gland is bronze.
- An emergency tiller access port is installed.

7.0 Piping, Tanks and Systems:

The underwater through hull fittings are bronze seacocks. The hoses attached to the seacocks are in good condition. The seacock hose connections are secured by doubled hose clamps.

Most of the seacocks did not operate. This is common with boats coming out of storage. I understand that you will be having the seacocks serviced. * Do this.

Suggest closing the seacocks when leaving the boat unattended. The cockpit/deck scupper discharge seacocks must be left open.

The engine intake has a bronze interior seawater strainer. There is a broken hose fitting at the strainer. * Fix this.

The gate valve installed outboard of the port settee is the shower sump pump discharge fitting. The gate valve did not work. The valve should be closed when sailing because the discharge will be submerged when the boat heels. * Free up the gate valve.

Other through hull fittings discharge above the waterline and do not require valving. The four fittings installed low on the transom and the one fitting installed at the anchor locker drain are plastic. Three of the fittings have fine cracks and one is broken. * Replace all five fittings.

The aluminum fuel tank is installed below the cockpit. The tank is secured by two gasketed steel straps. The starboard strap has rusted out. * Fix this.

- The deck fill fitting is properly labeled "DIESEL".
- The short fuel fill hose is in very good condition.
- The fuel fill hose ends are secured by doubled hose clamps.
- A bond wire is installed.
- A Racor remote fuel filter/water separator is installed.
- The fuel line shut-off valve at the Racor worked.
- The fuel lines/hoses are rated.
- A fuel tank gauge is installed at the tank top. If this is hard to read you could use a dipstick at the fill hose.

I did not locate the fuel tank vent discharge fitting. When you find it, you should make sure it is fitted with mesh to keep insects out of the vent hose.

The bladder fresh water tank is installed aft under the starboard settee. The tank is not secured. I understand that you intend to install a new plastic fresh water tank.

- Pressure hot and cold water is supplied to the galley sink and the head sink/shower.
- The pressure pump installed under the galley counter ran.

The 110 volt/heat exchanger water heater is installed forward in the port cockpit locker. The water heater is secured.

- The pressure relief valve was free.
- The pressure relief valve is fitted with a drain hose.

The bladder waste holding tank is installed forward under the starboard settee. The tank is partially secured by fasteners at two corner grommets. I understand that you intend to install a new plastic holding tank.

The toilet discharges to the holding tank or by turning a Y-valve it discharges overboard through a seacock. The holding tank is emptied at a pump out station through a deck fitting.

The toilet has a manual saltwater pump. Flushing a toilet with fresh water reduces holding tank odors. You could use the shower nozzle to provide flushing water.

A manual diaphragm bilge pump is installed at the helm. The pump developed suction when you operated it.

A Rule 1500 gph 12 volt submersible bilge pump and a float switch are installed in the bilge. The pump ran by its manual switch and automatically. The bilge pump works with the battery switch turned off.

Suggest fully testing both bilge pumps by putting water in the bilge and seeing the pumps remove the water. Note that the 12 volt bilge pump experienced backflow when it was switched off.

A remote 12 volt shower sump pump is installed forward under the port settee. This pump could act as a bilge pump if water levels rose high enough. The pump did not run.

A fixed Kenyon two burner LPG cooktop is installed. The stove fuel line appears to be in good condition.

One aluminum LPG cylinder with an OPD is installed in a cockpit locker that was designed for this purpose. The tank is secured by a bungee cord.

- A regulator, a pressure gauge and remotely controlled solenoid shut-off valve are installed.
- The solenoid valve and its galley indicator light worked.
- A leak down test indicated no LPG system leaks.
- LPG warning notices are posted.
- The LPG locker is properly drained.

When the boat is closed up the cabin is ventilated a fiberglass dorade installed on the deckhouse top and by a vent grille in the companionway upper weatherboard. The dorade was fitted with a cover plate and there was no cowl aboard. Suggest getting a cowl.

The solar vents in the skylight hatches did not work.

Suggest providing a CO monitor. This boat is unlikely to produce any CO but the monitor would provide protection from other sources of CO.

Ground wires installed between chainplates, the mast step and a hull exterior ground plate provide some protection from lightning. The ground plate has been painted which reduces its effectiveness. Note that many boats do not have lightning protection systems.

8.0 Electrical, Electronics and Navigation:
The 12 VDC electrical distribution panel provides 10 labeled breaker protected 12 volt circuits.

Two new 12 volt batteries are installed forward under the starboard aft berth. The batteries are in plastic battery cases. * Provide hold-down straps.

A 4-position battery switch is installed. Do not turn the switch to the off position when the engine is running.

A modern ProMariner battery state monitor is installed.
A 12 volt outlet is installed at the nav table.
A small flexible solar charging panel is installed aft on the deckhouse top.
The interior lights are protected. I understand that you will be converting to LED lighting.
The stern, red and green navigation lights worked.
It was too bright to see if the steaming and anchor lights worked. * Test these lights at night.

The 110 VAC electrical distribution panel provides:
- Reversed polarity indicator light.
- Main breaker with indicator light.
- 2 labeled breaker protected 110 volt circuits.
- 1 spare breaker position.

The 110 volt system was not operated.
A 30 amp/125 volt shore power inlet fitting is installed.
The 110 volt wiring is marine grade.
The 110 volt outlet circuit has GFCI protection.
There is no battery charger.

Electronics:
Standard Horizon GPSchart GP180i chartplotter, not installed.
Datamarine speed/depth, powered up.
Datamarine depth, powered up.
Standard Horizon Quest-X GX1500S DSC VHF radio, worked.
Standard Horizon Ram+ commandmic.
Cybernet CMS 3000 marine stereo.
Loran C, obsolete.

I understand that you own a new Garmin chartplotter that is to be installed. I understand that this includes two way AIS.

I understand that you will be getting an EPRIB.

A Ritchie Powerdamp compass is installed at the helm. Suggest checking the compass against a known heading.

9.0 Miscellaneous Loose Equipment:
Chartkits
4 expired flares
Bilge pump handle
Aluminum emergency tiller
Safety harnesses and tethers
Spare vee belts
Tapered pine plugs
Power horn
Lifesling2 overboard rescue system
4 Type I lifejackets
7 Type II lifejackets
2 buckets
Boat hook
2 winch handles
Speedometer impeller blank plug
Plastic/aluminum oars
Portable boarding ladder
Poor docklines
4 dock fenders
Shop vac
Cockpit cushions (good condition)
Canvas main sail cover (very good condition)
Bimini frame cover (very good condition)
Canvas steering pedestal cover (very good condition)
Fluids
Shore power cord
Fluid transfer pump
Stainless steel marine grille
Hose
Spare lifeline stanchions
Cleaning supplies

* Provide other USCG required safety equipment: 3 current flares.

A rusty medium Danforth anchor with a rusty chain and a worn rode were stored in the anchor locker. There are two spare medium Danforth anchors. One has a chain and a very good rode. One has a very good rode.

A.B.Y.C. requires three mounted portable fire extinguishers on a boat this length and the cabin fire extinguishers must have ABC capacity. The two ABC fire extinguishers aboard are dated 2003 and at over twelve years old they are considered expired. A 2019 BC fire extinguisher was aboard. * Mount the BC fire extinguisher at the helm (inside the cockpit locker) and mount new or inspected ABC fire extinguishers forward and aft in the cabin.

10.0 Conclusions:
The owner is a professional aircraft pilot. There is a common skillset between flying a plane and operating a boat.

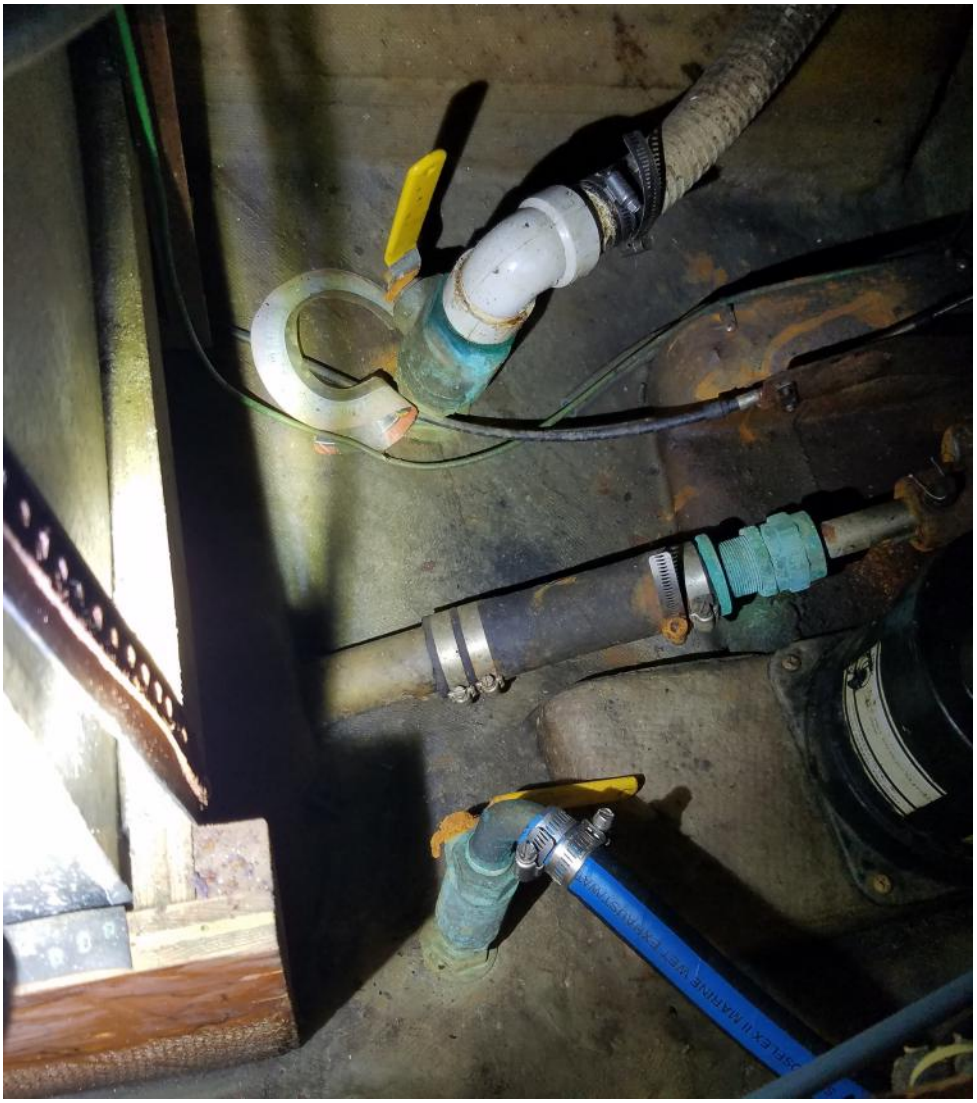
Provided the items marked with an asterisk are accomplished/corrected I feel the boat would be a suitable insurance risk for bays and sounds, provided a qualified crew is aboard, and giving due regard to weather and sea conditions.

Based on its general good to very good condition and its level of equipment, I feel that the current fair market value of this boat is $20,000. Replacement value (same boat, brand new) is approximately $250,000.

Sincerely,

William Coble AMS
Independent Marine Surveyor


6-18 TRIPLES
Bounty



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6 August 2024

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Re: “GOOD NEWS” 1986 Pearson 303 30’ fiberglass sloop

Insurance Summary

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There is wear to the fittings that attach the main sheet to the main sheet traveler. * Fix this.

Most of the seacocks did not operate. This is common with boats coming out of storage. I understand that you will be having the seacocks serviced. * Do this.

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Other through hull fittings discharge above the waterline and do not require valving. The four fittings installed low on the transom and at the anchor locker drain are plastic. Three fine cracks and one is broken. * Replace all five fittings.

The aluminum fuel tank is installed below the cockpit. The tank is secured by two gasketed steel straps. The starboard strap has rusted out. * Fix this.

Two new 12 volt batteries are installed forward under the starboard aft berth. The batteries are in plastic battery cases. * Provide hold-down straps.

It was too bright to see if the steaming and anchor lights worked. * Test these lights at night.

* Provide other USCG required safety equipment: 3 current flares.

* Mount the BC fire extinguisher at the helm (inside the cockpit locker) and mount new or inspected ABC fire extinguishers forward and aft in the cabin.

Sincerely,

William Coble

William Coble AMS

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6 August 2024

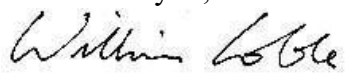
[redacted] [redacted]

Re: “GOOD NEWS” 1986 Pearson 303 30’ fiberglass sloop
H.I.N. PEA71289E586
Built by Pearson Yachts, Portsmouth. Rhode Island
Hailing port is West Falmouth MA
Designed by William Shaw

Statement: For services rendered. Insurance inspection and report for the above boat.

As quoted: $17.50 x 30’ $525.00

Thank you,



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