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Master 100T



MARINE SURVEY REPORT – HUNTER 34

“ROSEMARIE JOAN”



Confidential Report prepared exclusively for

[REDACTED]

Date: 7.22.2025

File: 2146

MARINE SURVEY REPORT

To:

[REDACTED]

[REDACTED]

[REDACTED]

Vessel Name: *ROSEMARIE JOAN*

Survey Date: 7.21.2025

Location:

[REDACTED]

[REDACTED] Cataumet, MA

Doc.#: 667400

H.I.N.: HUN34509M84E

Reg #:

Hail Port: Mustang, OK

Vessel's Owner:

[REDACTED]

VESSEL DESCRIPTION

Type of Vessel: Hunter 34, diesel auxiliary sloop.

Style & Color: Sloop, fin keel, white topsides, blue bootstripe, blue bottom

L.O.A.: 34'5"

L.W.L.: 28'3"

Beam: 11'7"

Draft: 5'6"

Gross Reg. Tons: 10

Displacement: 11,820 LBS

Designer: Cortland Steck

Builder: Hunter Marine Corporation, Alachua, FL

Year Built: 1984

Rebuilt:

Navigational Limits: None/recreational

Scope of survey: This survey is an examination of the vessel's structure, equipment and systems utilizing percussion sounding, moisture testing and visual inspection of the engine, equipment and systems. All areas readily accessible without the use of tools were inspected; no destructive inspection methods were used. A Protimeter Aquant was used for moisture detection. This was a condition and valuation survey for insurance purposes performed in the water at the boat's mooring in which no systems were tested.

HULL, DECK & SUPER STRUCTURE

Construction: Hull is 100% hand laminated single skin F.R.P. with molded interior FRP frame and stringer grid liner. Deck is balsa core machine and hand laminated F.R.P. Interior is molded FRP pan liner. Hull to deck joint is shoe-box type glued and fastened. This is strong construction in good condition.

This boat is well suited for coastal and extended cruising.

Deck: I percussion sounded, visually inspected and moisture metered all deck, cabin top, cabin sides and cockpit surfaces found some elevated moisture readings but no significant voids, delamination, or any signs of structural damage.

Bottom/topsides: *In-water survey/bottom not inspected.*

Exterior Finish: Topsides gelcoat is in serviceable condition as sighted; deck and cockpit gelcoat and nonskid is in serviceable condition as sighted – above average for the age of the boat. Exterior teak finish on eyebrow trim, handrails and teak trim in the cockpit is in serviceable condition as sighted.

Keel: External cast iron keel bolted to FRP hull flange with S/S keel bolts, backing plates and nuts. Keel bolts, backing plates and nuts were found in good condition where sighted. *In-water survey/bottom and keel not inspected.*

Ballast: 5,000 lbs. cast iron keel bolted to hull.

Shoes\Plates: None

Anodes: *In-water survey/bottom not inspected.*

SAILS & RIG (*deck level inspection only*)

Spars: Painted aluminum mast w/2 sets swept back spreaders, painted aluminum boom in good condition as sighted.

Furling Headstay: CDI drum furler in good/serviceable condition as sighted.

Standing: 1 X 19 S/S wire, S/S swage fittings w/chromed bronze open barrel turnbuckles, S/S toggles and pins in good condition where sighted – *reported all replaced by professional rigger Joe Mello in 2022.*

Running Rigging: Low stretch braided halyards, sheets and control lines in good/serviceable condition as sighted.

Mast Step: Cast aluminum on deck w/solid timber compression post over keel, good condition as sighted, no signs of compression noted.

Winches: Maxwell (2) #24ST 2-speed primaries on combings; Maxwell – (2) #20 on housetop either side of companionway – all in serviceable condition as sighted.

Deck hardware: Schaeffer main traveler and Merriman mainsheet blocks, genoa cars and deck blocks; Spinlock line clutches – all in good/serviceable condition as sighted.

Chainplates: Welded S/S fabrication on deck to heavy S/S rod anchored to heavy duty steel plate glassed into hull grid structure; strong construction in good condition as sighted, no signs of leaks noted.

Sails: Neil Pryde Dacron fully battened mainsail and RF genoa w/ blue Sunbrella sunshade in serviceable condition as sighted.

Canvas: Pacific blue Sunbrella dodger, cockpit bimini, helm instrument and mainsail covers in good/serviceable condition as sighted.

HARDWARE & EQUIPMENT

Stanchions/lifelines/handholds: S/S tube bowrail, split sternrail with fold-down S/S swim ladder and stanchions w/double S/S wire lifelines and varnished teak handrails along cabin top in good/serviceable condition as sighted.

Hatches/ Portlights: Bomar aluminum framed deck hatches, plastic opening ports and fixed ports, good/serviceable condition as sighted.

Ground Tackle: 22lb. Bruce anchor in bow anchor locker with ~20' 5/16" chain and ~180' 9/16" 3-strand nylon rode, good/serviceable as sighted.

Chocks and Cleats: Cast aluminum, good condition as sighted.

Anchor Windlass: None

Compass: 4" Ritchie on pedestal, good/serviceable condition as sighted.

Misc.:

ELECTRONICS

Radios: Standard Horizon Maxi VHF at nav station.

G.P.S. Raymarine Hybrid Touch MFD chartplotter at helm.

Radar: None

Fathometer: Raymarine ST40 bi data w/hull transducer.

Wind Inst.: Windex on masthead

Speed\Log: Raymarine ST40 bi-data and Datamarine S100KL speed w/hull transducer.

Clock\Barometer: Stockburger brass barometer at nav station, good/serviceable as sighted.

Autopilot: None

SAFETY EQUIPMENT – See Notes.

P.F.D. Type, No.: 4 Type II adult

Life Rings, MOB device: Lifesling and Type IV throwable cushions

Life Rafts: None

Portable Extinguishers: 2024 Kidde ABC model FA110G in nav station cabinet; 1995 Kidde ABC model KI262 at galley/nav station – *beyond recommended service life*; 2016 Kidde ABC model H110G mounted under cockpit locker lid – *part of Kidde recall. (see link)*

Fixed Extinguishers: None – recommend installing fire extinguisher discharge port in engine box – See Notes.

Flares: Orion electronic SOS Beacon locator kit w/orange daytime distress panel; expired Orion flares kit.

First Aid Kit: Basic first aid supplies – *review and renew as needed.*

Sound Signals: Hand held air horn canister and ship's bell

Search Light: Flashlight

Nav Lights: Red/green bowlight, steaming light and sternlight fitted, not tested.

Cockpit Drains: Scuppers thru hose and out thruhulls, good/serviceable condition as sighted.

Wooden Plugs: Assorted in bag – *recommend loosely affixing properly sized tapered wooden plugs by each thruhull for use in case of emergency.*

Sensors/Alarms: None sighted, See Notes.

Placards: Posted.

Navigation Rules: None sighted.

Emergency steering: Stainless steel emergency tiller in aft lazarette

Misc: Radar reflector in cockpit locker.

MISC. EQUIPMENT

HVAC: None

Entertainment Center: Sony CDX-M30 marine stereo w/speakers.

Other inventory: Assorted dock lines and fenders, boat hook, West Marine manual bilge pump in aft lazarette, winch handles, misc. ship's gear.

INTERIOR

Description: V-berth forward with lockers port and starboard and head next aft, main salon with straight settee on port, dining table and fore and aft facing seating on starboard, U-shaped galley on starboard with navigation station opposite on port; aft head on port w/access to aft cabin on port side.

Cushions: Red Sunbrella for berths and main salon in good condition as sighted. White vinyl for cockpit cushions in good/serviceable condition as sighted.

Ventilation: Deck hatches, opening ports, and companionway provide adequately.

Bulkheads: Teak plywood, glass tabbed to hull and fit into deck liner, no signs of movement, good condition as sighted.

Joinerwork: Yacht quality construction solid teak and teak plywood, good condition as sighted.

Interior Finish: Molded FRP headliner, brightwork, and laminate in good/serviceable condition as sighted.

Soles: Teak and holly plywood in good condition as sighted.

Lockers & Drawers: Mostly clean, working, good condition as sighted.

Bilges: Mostly clean, some water/mostly dry in good condition as sighted.

MACHINERY & SYSTEMS

GALLEY

Stove: Origo 3000 S/S 2-burner stovetop, very good condition as sighted.

Fuel: Alcohol

Storage: Portable bottle

Insulation: Good

Ventilation: Good

Plumbing: N/A

Refrigeration: Insulated icebox

Compressor: N/A

Water Heater: Whale 6-gallon, model S600, S/N 110920644, very good condition as sighted – *recently replaced.*

Pressure Water: Jabsco Par-Max 2.9 model 31395-0092, S/N 17F14926

Sinks and Drains: S/S, overboard direct thru hose and thruhulls, good as sighted.

Plumbing: Flexible vinyl drain hose, gray potable tubing, good/serviceable condition as sighted.

HEADS

Toilets: Jabsco manual saltwater flush, good condition as sighted.

Holding Tanks: PVC tank fit under starboard settee, good condition as sighted.

Vent: Shields VAC XHD hose to overboard vent fitting, good condition as sighted.

Valves and Plumbing: Shields VAC XHD sanitation hose w/plastic y-valves direct to holding tank w/Whale manual overboard pump or deck plate pump-out, good condition as sighted. *Secure y-valve to the deck pump-out position with wire tie when in no discharge zones as per USCG regulations.*

Showers: Hand held in head

Sumps: FRP sump under shower grate w/Rule 800 submersible overboard.

PUMPS

Bilge: Rule 1500 w/Rule-a-matic float switch, good/serviceable as sighted.

Sump: Rule 800, good/serviceable as sighted.

Wash Down: None

Freshwater: Jabsco Par-Max 2.9 model 31395-0092, S/N 17F14926

Refrig: N/A

Macerator: Whale Guzzler manual, good/serviceable condition as sighted.

TANKS

FUEL: 25-gallon diesel in PVC tank, good condition as sighted.

Vent: USCG Type A2 fuel hose to hull vent fitting, good as sighted.

Bonding: None – plastic tank.

Secured: Fit and strapped aft in starboard cockpit locker.

Valves and Plumbing: USCG Type A2 fill and vent hose, Type A1 supply and return, good condition as sighted.

WATER: PVC tank under port salon settee, good condition as sighted.

Vent: Flexible PVC hose to overboard fitting, good as sighted.

Bonding: N/A

Secured: Fit and

Valves and Plumbing: Flexible fill and vent hose, gray potable tubing, good/serviceable as sighted.

THRUHULLS

Material: Marelon

Valves: Ballvalves

Access: Good

Clamps: Double S/S

Condition: All ballvalves working freely in good condition as sighted.

ELECTRICAL

A/C

Shore Power, Connections and Cables: Marinco 30A/125V connector, 50' 30A/125V cordset

Outlets: GFCI protected outlets

Distribution Panel: Custom factory original circuit breaker panel

Meters/Polarity Indicators: Power and reverse polarity lights

Transformers/Inverter: None

Battery Charger: None

Wiring: Marine grade insulated stranded copper wire, well routed and supported, good/serviceable condition as sighted.

Misc:

D/C

Batteries: (4) 2019 West Marine Starting 820 Group 24 12-volt lead/acid batteries, good/serviceable as sighted – *recommend using Dual Purpose rated batteries for deep cycle loads and starting.*

Secured and Ventilated: Well strapped in plastic battery boxes inside starboard cockpit locker.

Isolators/Switches: Perko vapor proof rotary selector switch in galley.

Distribution Panel: Custom factory original circuit breaker panel

Meters: None

Wiring: Marine grade insulated stranded copper wire, well routed and supported in good/serviceable condition as sighted.

Bonding/Grounding Plate: Insulated stranded copper wire to keel plate, good/serviceable as sighted.

MAIN ENGINE(S)

Make: Yanmar **Location:** Under companionway

Model: 3GMF **S/N:** 05098

No.Cyl.: 3 **H.P.:** 27 **R.P.M.:** 3600

Year: 1984 **Hrs.:** 1342.4 **Overhauled:**

Fuel System: USCG Type A1 hose, Racor 500FG filter, good condition as sighted.

Cooling System: Fresh water cooled thru heat exchanger, good condition as sighted.

Sea Strainer: Groco ARG-750-P bronze internal basket, good condition as sighted.

Exhaust: Raw water cooled thru riser, PVC muffler, hose loop and out stern, good condition as sighted.

Electrical: Hitachi 12V/35A alternator w/v-belt, good/serviceable as sighted – *needs adjustment.*

Ventilation: Natural

Reduction Gear: Kanzaki model KM3-A, ratio 2.61:1, S/N 4580, very good as sighted.

Engine mounts/beds: FRP and engine isolation mounts, good condition as sighted.

Drip Pan: FRP, clean w/absorbent engine diapers in good condition as sighted.

Instruments and Monitoring: Yanmar panel, tach, lights and alarms

Controls: Pedestal mounted levers and cables, good condition as sighted.

RUNNING GEAR

Shaft: 1" bronze, good condition where sighted.

Coupling: Steel flange, good condition as sighted.

Stuffing Box: PSS dripless shaft seal, very good condition as sighted – *recommend adding a S/S hose clamp just forward of the S/S rotor for added safety.*

Bearings: Outside cutlass in cast bronze strut – *in-water survey/not inspected.*

Propeller: *In-water survey - not inspected.*

STEERING

Rudder: FRP fabrication over S/S post - *in-water survey - not inspected.*

Method: Yacht Specialties pedestal and wheel w/chain, cables and quadrant, good/serviceable condition as sighted.

ENGINE(S) TRIAL RUN DATA

	RPM	Temp	Oil P	Amps	Speed <i>knots</i>
Idle					
Slow					
Med. cruise					
Fast cruise					
Full					

Comments: Engine was not tested.

COMMENTS AND NOTES

*This was a condition and valuation survey
for insurance purposes only*

USCG, ABYC, and NFPA Standards are used as guidelines for this survey.

SAFETY AND COMPLIANCE

1. Ensure boat complies with all USCG required safety equipment - *See link* for details.
2. Provide a CO/smoke detector in the main cabin and CO detectors in each sleeping cabin below.

SURVEYOR'S SUGGESTIONS AND GENERAL NOTES

1. I recommend installing a fire discharge port into the engine access panel (*as per ABYC Standards A-4.5.2.2.1.1 – A-4.5.2.2.1.3*) so that in the event of a fire a portable extinguisher could be discharged into the engine space without opening the panel. A Halotron portable fire extinguisher would be the best choice for discharging into the engine compartment in this situation. (*See link*) (*see photos*)

This boat is a production-built boat well suited for coastal and extended cruising.

I find this vessel to be in good structural, mechanical and cosmetic condition. If this vessel is given proper care and maintenance in the future, and the above recommendations are met, it should provide many more years of service.

VALUE

I find the current market value of this vessel, Hunter 34, *ROSEMARIE JOAN*, HIN# HUN34509M84E and its equipment to be in the range of **\$25,000 - \$28,000** and a replacement value of in the range of **\$200,000 - \$225,000**.

Market value was calculated using current listings and recent sales of Hunter 34s and the current market conditions as well as the options and condition of this vessel. Recent sales include a 1985 listed for \$29,500 sold for \$26,500 4/2025 in Sequim, WA; a 1985 listing for \$25,000 sold for \$22,000 3/2025 in Manitowoc, WI; a 1983 (1119 hours) listed for \$19,900 sold for \$18,000 1/2025 in Mobile, AL; and a 1986 w/repowered Yanmar listed for \$28,500 sold for \$27,000 7/2024 in Seattle, WA. Current listings include a 1983 listing for \$26,000 in Anacortes, WA; a 1984 listing for \$24,000 in Erie, PA; a 1986 listing for \$31,900 in Winthrop Harbor, IL; a 1983 listing for \$19,500 in Gilford, NH; a 1987 listing for \$29,900 in Pasadena, CA; a 1983 listing for \$27,000 in Galesville, MD; and a 1984 listing for \$33,900 in Titusville, FL. Replacement value is the approximate cost of similar style and quality production sailboat built today.

NOTE WELL

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding 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's understanding that JPG YACHT SERVICES 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 subcontractors 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 a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

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MASTER NC, 100 T, ABYC-Standards Certified

